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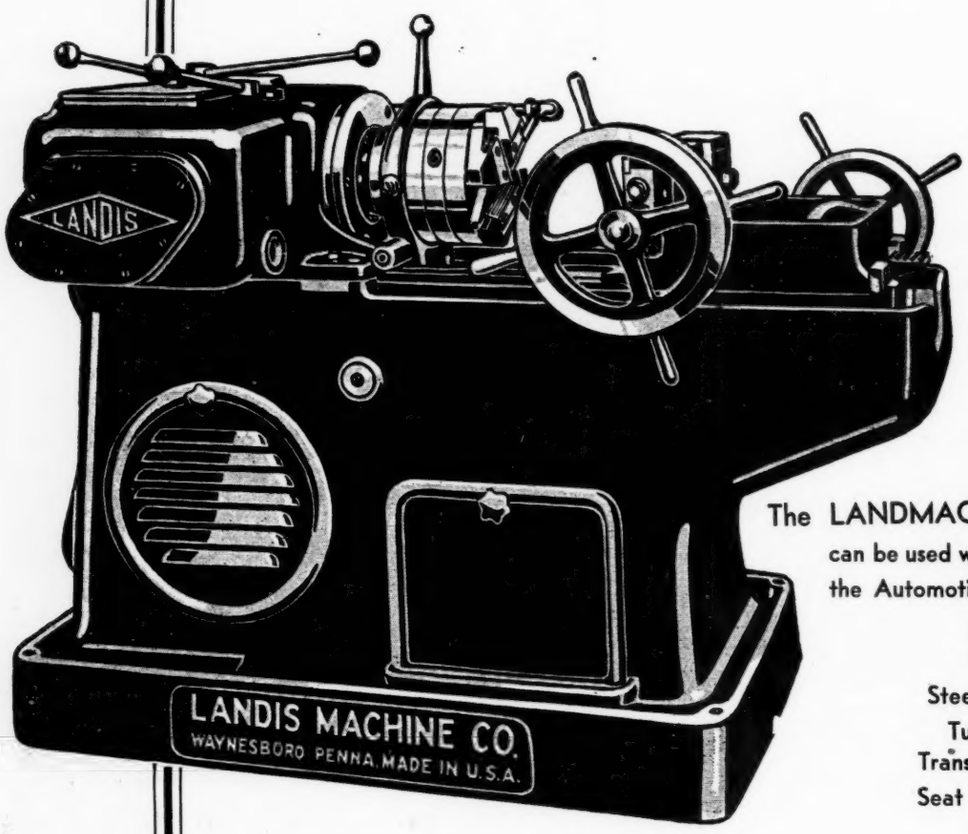

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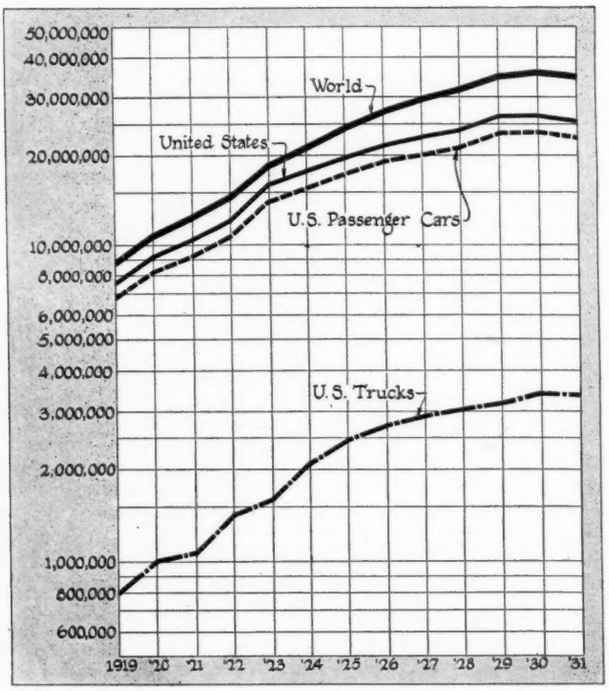
AUTOMOTIVE INDUSTRIES

VOLUME 66 — FEBRUARY 27, 1932 — NUMBER 9

STATISTICAL ISSUE

WORLD REGISTRATIONS

Trend of World and U. S. Registrations



U. S. Motor Vehicle Registrations, 1895-1931

	Passenger Cars	Trucks	Total Motor Vehicles
1895	4	.....	4
1896	16	.....	16
1897	90	.....	90
1898	800	.....	800
1899	3,200	.....	3,200
1900	8,000	.....	8,000
1901	14,800	.....	14,800
1902	23,000	.....	23,000
1903	32,920	.....	32,900
1904	54,590	410	55,000
1905	77,400	600	78,000
1906	105,900	1,100	107,000
1907	140,300	1,700	142,000
1908	194,400	3,100	197,500
1909	305,950	6,050	312,000
1910	458,500	10,000	468,500
1911	619,500	20,000	639,500
1912	902,600	41,400	944,000
1913	1,194,262	63,800	1,258,062
1914	1,625,739	85,600	1,711,339
1915	2,309,666	136,000	2,445,666
1916	3,297,996	215,000	3,512,996
1917	4,657,340	326,000	4,983,340
1918	5,621,617	525,000	6,146,617
1919	6,771,074	794,372	7,565,446
1920	8,225,859	1,006,082	9,231,941
1921	9,346,195	1,118,520	10,464,715
1922	10,864,128	1,375,725	12,239,853
1923	13,479,608	1,612,569	15,092,177
1924	15,460,649	2,134,724	17,595,373
1925	17,496,420	2,440,854	19,937,274
1926	19,237,171	2,764,222	22,001,393
1927	20,219,224	2,914,019	23,133,243
1928	21,379,125	3,113,999	24,493,124
1929	23,121,589	3,379,854	26,501,443
1930*	23,183,241	3,473,831	26,657,072
1931*	22,670,981	3,453,338	26,124,319

* Automotive Industries count, all others Department of Commerce.

Summary of World Registrations of Motor Vehicles

(As of January 1, 1932)

	Motor Vehicles	* Cars	* Trucks	*Buses	* Motorcycles
Americas (except U. S.)	2,013,977	1,592,414	345,338	17,219	19,660
Africa	370,880	287,523	72,682	3,446	66,830
Asia	566,353	389,711	159,790	16,862	69,169
Europe	5,860,320	3,968,228	1,460,711	135,747	2,243,267
Oceania	772,287	602,786	167,737	1,254	114,256
United States†	26,124,319	22,670,981	3,378,214	75,124	106,317
Total	35,708,136	29,511,643	5,584,472	249,652	2,619,499

* Not complete for all territories.
† *Automotive Industries*—all others *El Automovil Americano* and *The American Automobile* (Overseas Edition).

Foreign Registrations of Motor Vehicles Increase 5.2 Per Cent

1925	3,643,272
1926	4,608,331
1927	5,461,010
1928	6,384,653
1929	7,435,372
1930	9,108,234
1931	9,583,817

Includes Canada.

OF MOTOR VEHICLES

U. S. Motor Vehicle Registrations

(As of Jan. 1, 1931, and 1932)

STATE	Passenger Cars 1930	Passenger Cars 1931	Trucks 1930	Trucks 1931	Buses 1930	Buses 1931	Total Motor Vehicles 1930	Total Motor Vehicles 1931	Per Cent Change 1931 Over 1930	Persons Per Motor Vehicle 1931	Motorcycles 1930	Motorcycles 1931	Trailers 1931
‡Alabama	238,105	213,626	37,957	33,895	1,065	†	277,127	247,521	—10.7	10.8	663	593	3,279
Arizona	98.147	92,939	13,278	12,633	198	....	111,623	105,572	— 5.4	4.2	390	379	1,623
Arkansas	191,033	165,417	26,986	22,000	....	....	218,019	187,417	—14.0	9.9	380	375	2,800
California	[c]1,974,429	[c]1,971,170	99,387	105,213	....	....	2,073,816	2,076,383	none	2.8	10,316	10,034	59,057
Colorado	276,847	276,376	31,662	32,082	....	....	308,509	308,458	none	3.4	1,059	962	258
Connecticut	297,781	302,316	49,074	53,274	635	926	347,490	356,516	+ 2.5	4.6	2,858	2,609	1,062
Delaware	45,533	45,211	10,523	9,991	....	....	56,056	55,202	— 1.5	4.4	295	320	517
Dist. of Columbia	154,238	155,000	18,796	19,000	400	....	173,434	174,000	+ 0.05	2.8	918	1,000	....
Florida	277,210	273,927	52,596	50,819	....	†	329,806	324,746	— 1.3	4.6	1,262	1,165	6,751
Georgia	294,461	274,576	46,716	45,736	....	†	341,177	320,312	— 6.0	9.1	1,110	1,041	3,317
Idaho	102,706	96,000	15,419	15,435	144	228	118,269	111,663	— 5.5	4.0	372	366	7,558
Illinois	1,429,146	1,420,000	209,114	202,000	....	*	1,638,260	1,622,000	— 1.0	4.8	6,245	5,800	9,200
Indiana	746,354	732,000	128,087	129,000	1,012	1,040	875,453	862,040	— 1.5	3.8	2,862	2,800	1,200
Iowa	709,985	674,388	72,190	79,040	....	†	782,175	753,428	— 3.6	3.3	1,789	1,660	3,052
Kansas	511,384	481,550	83,139	80,775	....	....	594,523	562,325	— 5.3	3.4	1,275	1,050	1,778
Kentucky	294,178	292,234	35,841	36,670	645	405	330,664	329,309	— 0.5	8.0	681	804	§
Louisiana	229,086	215,117	44,697	47,783	....	....	273,783	262,900	— 4.0	8.1	518	759	5,445
Maine	147,791	147,088	33,451	35,000	106	100	181,348	182,188	+ 0.5	4.4	1,380	1,000	2,500
Maryland	283,120	288,485	37,460	35,904	600	800	321,180	325,189	+ 0.13	5.1	1,941	1,739	1,128
Massachusetts	745,064	718,953	103,608	116,580	3,450	4,275	852,122	839,808	— 1.5	5.1	5,400	3,068	650
Michigan	1,161,051	1,078,345	167,158	152,635	....	....	1,328,209	1,230,980	— 7.1	4.0	3,530	3,236	61,932
Minnesota	618,661	613,120	108,063	109,984	298	317	727,022	723,421	— 0.5	3.6	1,870	1,881	18,329
Mississippi	203,312	201,000	33,651	31,500	131	....	237,094	232,500	— 2.0	11.6	217	217	3,800
Missouri	671,920	657,202	91,455	96,000	....	*	763,375	753,202	— 1.2	4.8	1,746	1,671	5,356
Montana	111,089	103,129	25,657	24,037	150	*	136,896	127,166	— 7.0	4.2	261	225	52
Nebraska	367,410	356,068	58,642	59,848	177	215	426,229	416,131	— 2.4	3.3	900	897	15,737
Nevada	23,388	24,857	6,257	6,950	....	....	29,645	31,807	+ 7.5	2.9	74	75	411
New Hampshire	93,155	92,592	18,398	18,671	....	247	111,553	111,510	none	4.2	1,132	1,063	1,137
New Jersey	711,527	727,294	133,499	133,012	5,389	5,370	850,415	865,676	+ 2.0	4.7	5,998	5,642	2,867
New Mexico	74,900	59,644	15,000	15,677	800	363	90,700	75,684	—16.5	5.6	341	202	802
New York	1,920,255	1,928,701	347,054	347,443	§49,515	§46,897	2,316,824	2,323,041	+ 0.05	5.5	13,557	13,706	13,250
North Carolina	412,042	378,292	62,049	54,425	210	218	474,301	432,935	— 8.5	7.4	1,200	1,245	8,268
North Dakota	155,383	144,705	27,636	26,588	....	....	183,019	171,293	— 6.5	4.0	235	229	....
Ohio	1,549,077	1,560,000	204,058	205,000	....	*	1,753,135	1,765,000	+ 0.08	3.8	6,877	7,300	32,300
Oklahoma	490,947	490,000	59,384	58,000	....	....	550,331	548,000	— 0.05	4.4	1,226	1,200	....
[a]Oregon	233,787	[d]256,016	23,387	24,288	973	884	258,147	281,188	+ 9.0	3.4	....	1,691	2,361
Pennsylvania	1,528,721	1,514,291	236,171	219,696	8,326	7,839	1,773,218	1,741,826	— 1.5	5.6	13,223	12,223	6,308
Rhode Island	115,176	118,155	20,132	20,112	559	534	135,867	138,801	+ 2.3	5.0	882	887	90
South Carolina	195,210	182,239	26,261	24,724	195	†	221,666	206,963	— 6.5	8.4	559	576	2,100
South Dakota	180,000	174,869	24,306	24,942	....	189	204,306	200,000	— 2.0	3.5	250	752	40,019
Tennessee	332,417	322,374	37,871	33,811	2,255	†	372,543	356,185	— 4.2	7.4	1,242	1,225	3,000
Texas	1,152,904	1,084,624	205,041	210,850	1,598	1,363	1,359,543	1,296,837	— 4.5	4.6	3,948	3,722	33,798
Utah	93,628	91,381	17,369	17,577	....	*	110,997	108,958	— 1.5	4.7	488	478	767
Vermont	78,260	75,282	8,226	8,453	138	142	86,624	83,877	— 3.3	4.3	524	502	457
Virginia	319,061	323,300	62,537	62,000	335	779	381,933	386,079	+ 1.2	6.3	1,929	2,050	1,600
[b]Washington	388,719	366,912	63,188	61,114	604	682	452,511	428,708	— 5.2	3.7	2,172	1,876	3,000
West Virginia	225,101	217,874	40,232	38,907	799	779	266,132	257,560	— 3.5	6.8	1,453	1,303	1,270
Wisconsin	677,963	641,059	109,996	118,223	543	532	788,502	759,814	— 3.6	3.9	2,990	2,605	1,007
Wyoming	51,579	51,283	9,922	10,917	....	†	61,501	62,200	+ 1.1	3.7	121	114	*
Totals	23,183,241	22,670,981	3,392,581	3,378,214	81,250	75,124	26,657,072	26,124,319	— 2.0	4.75	110,659	106,317	371,193

‡ Fiscal year from Oct. 1, 1930-Sept. 30, 1931.
† Included with passenger cars.
* Included with trucks.
§ Includes taxis.
[a] Fiscal year from July 1, 1930-June 30, 1931.
[b] Fiscal year ending Nov. 30, 1931.
[c] Included with trucks.
[d] Includes 12,752 light deliveries.
* Includes commercial vehicles under 3000 lb. (approx. 134,000).

NOTE—In the above tabulations Automotive Industries has endeavored to obtain the actual number of motor vehicles that had been in use during 1931. Duplications have been eliminated wherever possible. Tax exempt or official cars or trucks have been included.

WORLD REGISTRATIONS

U. S. Motor Vehicle Registrations

	1926			1927			1928			1929		
	Passenger Cars	Commercial Vehicles	Total Motor Vehicles	Passenger Cars	Commercial Vehicles	Total Motor Vehicles	Passenger Cars	Commercial Vehicles	Total Motor Vehicles	Passenger Cars	Commercial Vehicles	Total Motor Vehicles
Ala.	197,983	27,947	225,930	211,633	31,906	243,539	235,026	34,493	269,519	247,701	37,832	285,533
Ariz.	63,294	10,388	73,682	68,597	12,450	81,047	86,036	8,336	94,372	98,327	10,686	109,013
Ark.	179,480	29,939	209,419	174,524	32,044	206,568	181,280	33,651	214,931	193,396	39,732	233,128
Calif.	1,384,152	*216,323	1,600,475	1,479,411	*213,784	1,693,195	1,582,477	217,413	1,799,890	1,760,308	214,033	1,974,341
Colo.	227,708	20,905	248,613	245,107	23,385	268,492	260,906	23,961	284,867	274,988	28,501	303,489
Conn.	222,283	40,952	263,235	238,509	43,012	281,521	261,091	48,701	309,792	278,057	50,006	328,063
Del.	36,246	*8,588	44,834	38,037	9,087	47,124	41,195	10,015	51,210	44,728	10,232	54,960
D. of C.	97,794	13,703	111,497	98,162	13,518	111,680	112,505	14,051	126,556	135,455	15,995	151,450
Fla.	331,892	69,670	401,562	332,979	61,755	394,734	296,691	56,270	352,961	288,684	57,293	345,977
Ga.	241,949	35,519	277,468	262,630	38,005	300,635	277,881	40,975	318,856	310,362	48,543	358,905
Idaho	86,339	8,421	94,760	91,306	10,030	101,336	96,960	11,194	108,154	104,398	13,676	118,074
Ill.	1,195,897	174,606	1,370,503	1,254,421	*184,564	1,438,985	1,314,003	*190,356	1,504,359	1,411,753	*203,335	1,615,088
Ind.	665,126	107,200	772,326	697,359	116,278	813,637	706,713	117,093	823,806	741,366	125,349	866,715
Iowa	648,218	50,780	698,998	649,309	54,894	704,203	672,447	61,019	733,466	714,919	69,531	784,450
Kan.	441,373	*49,903	491,276	447,273	54,628	501,901	471,897	61,902	533,799	507,529	*73,694	581,223
Ky.	252,632	28,925	281,557	255,892	29,729	285,621	272,636	31,595	304,231	298,716	34,132	332,848
La.	204,000	35,500	239,500	216,000	39,000	255,000	223,445	40,848	264,293	234,565	46,303	280,868
Me.	124,158	27,328	151,486	132,927	30,696	163,623	139,460	33,178	172,638	147,962	36,544	184,506
Md.	240,743	12,109	252,852	265,768	11,095	276,863	275,221	10,090	285,311	281,034	38,839	319,873
Mass.	593,234	96,956	690,190	614,359	79,748	694,107	637,153	89,142	726,295	719,436	98,268	817,704
Mich.	969,686	*149,099	1,118,785	998,781	*155,992	1,154,773	1,084,615	*164,606	1,249,221	1,219,158	*175,944	1,395,102
Minn.	559,128	71,157	630,285	565,401	81,281	646,682	583,789	89,784	673,573	630,703	99,696	730,399
Miss.	184,133	21,067	205,200	196,239	21,804	218,043	214,754	31,488	246,242	217,362	32,649	250,011
Mo.	587,856	66,698	654,554	610,303	72,116	682,419	636,717	76,248	712,965	671,237	*85,443	756,680
Mont.	88,840	15,118	103,958	94,733	18,002	112,735	104,231	21,804	126,035	115,285	25,102	140,387
Neb.	337,989	*28,784	366,773	342,357	*31,555	373,912	358,173	33,182	391,355	375,946	42,280	418,226
Nev.	19,300	4,714	24,014	20,414	5,362	25,776	21,733	5,643	27,376	25,302	6,613	31,915
N. H.	78,400	10,601	89,001	83,415	12,594	96,009	88,594	14,050	102,644	94,900	13,980	108,880
N. J.	531,702	119,713	651,415	586,510	125,886	712,396	629,748	128,682	758,430	698,959	133,373	832,332
N. M.	53,173	1,823	54,996	57,643	1,648	59,291	63,743	1,994	65,737	76,000	2,374	78,374
N. Y.	1,508,314	307,120	1,815,434	1,624,535	313,383	1,937,918	1,760,549	323,393	2,083,942	1,922,068	341,191	2,263,259
N. C.	352,217	32,830	385,047	390,223	40,276	430,499	418,864	45,512	464,376	430,651	52,951	483,602
N. D.	145,571	12,251	157,822	144,830	15,871	160,701	151,778	21,747	173,525	162,092	25,954	188,046
Ohio	1,295,020	185,226	1,480,246	1,374,402	196,332	1,570,734	1,450,994	198,705	1,649,699	1,560,182	206,432	1,766,614
Okla.	449,955	49,983	499,938	437,776	65,350	503,126	465,550	64,293	529,843	510,401	60,390	570,791
Ore.	214,946	18,622	233,568	223,582	20,990	244,572	227,404	20,714	248,118	247,131	21,876	269,007
Pa.	1,264,453	190,731	1,455,184	1,354,548	200,367	1,554,915	1,420,957	221,250	1,642,207	1,515,875	217,408	1,733,283
R. I.	91,798	18,948	110,746	98,861	19,153	118,014	106,155	19,543	125,698	114,010	19,999	134,009
S. C.	163,551	17,638	181,189	179,571	20,064	199,635	194,267	22,538	216,805	205,683	25,591	231,274
S. D.	153,840	14,390	168,230	153,019	16,533	169,552	171,067	20,307	191,374	181,419	*22,780	204,199
Tenn.	254,342	25,297	279,639	269,086	25,481	294,567	294,305	27,832	322,137	329,697	*32,734	362,431
Texas	944,905	104,964	1,049,869	996,397	115,010	1,111,407	1,060,028	154,269	1,214,297	1,165,150	182,957	1,348,107
Utah	72,880	12,500	85,380	80,730	13,244	93,974	84,220	14,321	98,541	95,661	17,000	112,661
Vt.	68,524	5,539	74,063	73,308	6,219	79,527	78,685	7,546	86,231	84,471	8,559	93,030
Va.	273,764	48,850	322,614	288,666	48,941	337,607	306,911	53,634	360,545	328,525	58,680	387,205
Wash.	310,386	52,893	363,279	326,667	57,916	384,583	344,977	57,898	402,875	379,995	62,346	442,341
W. Va.	201,645	26,191	227,836	217,689	28,130	245,819	215,787	35,769	251,556	228,715	40,173	268,888
Wis.	581,994	80,288	662,282	609,795	88,494	698,289	646,747	95,388	742,135	689,447	104,055	793,502
Wyo.	44,358	5,525	49,883	45,539	6,416	51,955	48,760	7,576	56,336	51,880	8,800	60,680
Totals	19,237,171	2,764,222	22,001,393	20,219,224	2,914,019	23,133,241	21,379,125	3,113,999	24,493,124	23,121,589	3,379,854	26,501,443

* Includes buses; other states include buses with passenger cars.

U. S. Motor Vehicles Pay $881,000,000 Taxes

	Tax Per Gallon Cents	Gasoline Tax*	Registration Fees†	Gasoline and License Tax Per Motor Vehicle
Alabama	5	$6,803,965	$2,637,519	$38.20
Arizona	5	1,878,226	599,299	23.50
Arkansas	6	5,686,019	3,455,433	48.80
California	3	42,000,000	9,763,274	25.00
Colorado	4	1,910,740	6,857,517	28.50
Connecticut	2	4,727,683	8,259,541	36.40
Delaware	3	1,140,150	1,043,172	39.50
Dist. of Col.	2	1,500,000	182,000	9.65
Florida	7	14,900,000	4,851,967	60.80
Georgia	6	13,351,473	4,256,556	55.00
Idaho	5	2,609,423	1,901,893	40.50
Illinois	3	27,570,489	18,386,000	28.40
Indiana	4	18,700,000	6,323,600	29.00
Iowa	3	10,379,436	12,531,340	30.40
Kansas	3	7,750,000	5,812,393	24.10
Kentucky	5	8,148,409	4,465,659	38.30
Louisiana	5	7,000,000	4,472,819	43.75
Maine	4	4,474,537	4,130,000	47.30
Maryland	4	7,431,002	3,516,811	33.70
Massachusetts	3	14,659,640	6,364,681	25.00
Michigan	3	21,497,084	21,821,290	34.40
Minnesota	3	12,543,078	10,721,971	32.20
Mississippi	5½	7,800,000	5,000,000	55.20
Missouri	2	9,463,352	10,074,000	25.90
Montana	5	3,017,844	1,499,492	35.60
Nebraska	4	9,278,726	3,751,896	31.20
Nevada	4	770,764	332,013	34.60
N. Hampshire	4	2,700,000	2,194,828	43.90
New Jersey	3	17,000,000	18,934,717	41.50
New Mexico	5	2,665,106	1,573,297	56.00
New York	2	30,601,999	41,877,611	30.80
N. Carolina	6	14,024,303	6,244,876	47.00
North Dakota	3	2,030,238	1,799,120	22.40
Ohio	4	35,000,000	12,397,700	26.30
Oklahoma	5	9,500,000	8,000,000	31.90
Oregon	4	6,495,618	6,940,504	47.60
Pennsylvania	3	33,185,052	31,402,253	37.10
Rhode Island	2	1,843,634	2,272,879	29.60
S. Carolina	6	7,200,000	2,790,007	48.30
South Dakota	4	3,412,372	2,800,360	31.00
Tennessee	6	11,372,982	4,500,000	44.50
Texas	4	30,410,785	13,990,252	34.10
Utah	4	2,170,712	828,302	27.50
Vermont	4	4,321,684	2,355,913	79.70
Virginia	5	12,000,000	7,000,000	49.25
Washington	5	9,805,300	7,188,079	39.70
W. Virginia	4	5,387,217	4,480,932	38.30
Wisconsin	4	16,279,983	11,725,614	36.90
Wyoming	4	1,587,014	727,595	37.10
Totals		$525,986,039	$355,036,975	‡$33.80

* Amount is NET after deduction of refunds.
† Includes all license fees.
‡ Average.

STATISTICAL ISSUE

OF MOTOR VEHICLES

NORTH AND SOUTH AMERICA*

COUNTRY	Motor Vehicles	Cars*	Trucks*	Buses*	Motor-cycles*
Alaska	2,747	1,897	850	....	.....
Argentina	345,856	261,936	69,820	4,100	3,500
Bahamas	979	757	210	12	10
Barbados	1,671	1,350	183	138	116
Bermuda	63	....	....	....	....
Bolivia	2,455	1,290	986	179	142
Brazil	163,200	112,000	51,200	....	1,800
British Guiana	1,900	1,600	300	....	....
British Honduras	200	....	....	....	....
Canada	1,188,237	1,025,184	161,329	1,724	9,604
Chile	42,547	27,843	12,842	1,862	691
Colombia	13,750	8,750	3,750	1,250	280
Costa Rica	1,763	1,383	282	98	98
Cuba	39,000	....	....	....	....
Dominica	36	32	4	....	10
Dominican Rep.	3,586	2,464	1,122	....	78
Dutch Guiana	200	....	....	....	90
Dutch W. Indies	1,860	....	....	....	....
Ecuador	2,528	1,483	855	190	81
French Guiana	100	65	35	....	10
Grenada	400	300	100	....	60
Guadeloupe	1,675	1,400	275	....	140
Guatemala	3,162	2,252	910	....	190
Haiti	3,000	2,350	370	280	40
Honduras	678	....	....	....	22
Jamaica	7,804	6,027	1,797	....	590
Martinique	2,290	1,750	460	80	120
Mexico	72,000	59,500	16,500	4,800	....
Newfoundland	3,388	2,784	604	....	97
Nicaragua	1,000	850	150	....	....
Other West Indies	700	....	....	....	....
Panama	8,650	6,750	1,300	600	159
Paraguay	2,003	780	1,223	....	8
Peru	10,850	6,275	4,170	405	180
Porto Rico	16,530	12,550	3,560	420	....
Salvador	2,202	1,745	283	174	....
St. Lucia	175	135	40	....	20
St. Pierre & Miquelon	125	....	....	....	....
Trinidad & Tobago	6,858	4,946	1,912	....	761
United States	26,132,116	22,683,173	3,373,825	75,118	110,915
Uruguay	42,200	33,500	7,800	900	....
Venezuela	15,000	....	....	....	750
Virgin Islands	609	486	116	7	13
Total, 1931	28,138,296	24,263,395	3,798,676	92,343	125,977
Total, 1931, less U. S.	2,013,977	1,592,414	345,338	17,219	19,660

* Not complete for all territories.

* These and succeeding figures by special arrangement with *El Automovil Americano* and *The American Automobile* (Overseas Edition).

AFRICA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Algeria	47,300	39,000	6,600	1,700	2,100
Angola	2,500	....	....	....	....
Belgian Congo	6,542	3,445	3,097	....	2,300
British East Africa	24,321	16,910	7,411	....	5,338
British West Africa	14,538	6,078	8,460	....	2,877
Canary Islands	4,400	....	....	....	....
Egypt	29,157	24,171	3,740	1,256	2,884
Ethiopia	690	590	100	....	50
French West Africa	9,171	3,605	5,396	170	545
Liberia	300	....	....	....	....
Madagascar	3,710	2,800	900	10	1,600
Madeira	980	750	80	150	20
Mauritius	3,150	2,560	650	....	200
Morocco	22,844	15,805	7,039	....	1,630
Nyasaland Protectorate	1,267	739	528	....	1,211
Portuguese East Africa	3,900	2,300	1,600	....	900
Rhodesia	16,396	13,487	2,909	....	3,250
Seychelles Islands	15	....	....	....	....
Somaliland and Eritrea	1,100	600	500	....	150
Southwest Africa	3,750	2,750	1,000	....	....
St. Helena	14	....	....	....	....
Sudan	2,845	1,298	1,547	....	....
Tripolitania	1,025	375	650	....	150
Tunisia	11,955	10,320	1,475	160	1,625
Union of South Africa	159,000	140,000	19,000	....	40,000
Total 1931	370,880	*287,523	*72,682	*3,446	*66,830
Total 1930	351,931	*279,582	*66,887	*2,633	*65,801

*Not complete for all territories.

ASIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Arabia	750	500	250	....	....
British Malaya	35,510	26,921	6,620	1,969	3,171
Ceylon	20,273	14,950	2,947	2,376	....
China	34,000	22,000	12,000	....	....
Cyprus	2,900	1,400	1,500	....	300
French Indo-China	21,876	16,411	2,039	3,426	2,299
Hong Kong	2,825	2,077	583	165	475
India	180,191	135,536	44,665	....	24,964
Iraq	4,175	2,900	1,275	....	....
Japanese Empire	103,900	60,700	43,200	....	25,000
Netherlands East Indies	84,081	61,607	16,648	5,826	10,595
Palestine	3,050	1,700	550	800	300
Persia	9,950	4,550	5,000	400	455
Philippine Islands	38,000	23,250	14,750	....	390
Siam	7,200	4,200	3,000	....	400
Syria	11,772	9,009	2,763	....	420
Turkey	5,900	2,000	2,000	1,900	400
Total 1931	566,353	*389,711	*159,790	*16,862	*69,169
Total 1930	551,467	*394,976	*143,741	*12,750	*82,229

*Not complete for all territories.

EUROPE

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Albania	450	....	....	....	....
Austria	28,100	14,900	13,200	....	29,800
Azores	704	607	40	57	81
Belgium	150,980	94,504	54,932	1,544	44,325
Bulgaria	3,687	2,524	318	845	583
Czechoslovakia	92,100	61,600	26,500	5,000	40,000
Danzig Free State	2,214	1,484	730	....	67
Denmark	120,338	85,240	33,851	1,247	27,850
Esthonia	3,180	1,810	1,210	160	750
Faroe Islands	82	....	....	....	....
Finland	36,030	23,870	10,660	1,500	5,660
France	1,695,000	1,245,000	450,000	....	400,000
Germany	688,136	510,608	165,425	12,103	792,075
Gibraltar	650	500	150	....	40
Great Britain	1,557,130	1,109,042(a)	360,614	87,464(b)	626,649
Greece	20,000	....	....	....	....
Holland	136,000	82,400	50,000	3,600	33,400
Hungary	19,333	13,404	5,250	679	....
Iceland	1,434	584	850	....	105
Irish Free State	50,162	41,192	8,278	792	6,399
Italy	285,042	206,770	69,296	8,976	93,098
Latvia	3,943	2,190	1,416	337	1,811
Lithuania	2,744	1,664	649	431	923
Luxembourg	9,153	6,247	2,776	130	2,598
Malta	2,738	1,500	275	542	340
Monaco	1,750	....	....	....	....
Northern Ireland	26,100	20,100	6,000	....	....
Norway	51,116	29,613	21,493	....	....
Poland	33,598	23,334	6,512	3,752	....
Portugal	31,800	25,500	5,700	600	3,500
Rumania	37,500	27,250	8,200	2,050	2,050
Spain	177,900	131,636	46,253	....	15,300
Sweden	152,000	107,000	45,000	....	57,500
Switzerland	86,300	68,000	17,800	500	49,550
U. S. S. R. (Russia)	63,926	15,655	44,833	3,438	8,813
Yugoslavia	15,000	12,500	2,500	....	....
Total 1931	5,586,320	*3,968,228	*1,460,711	*135,747	*2,243,267
Total 1930	5,287,742	*3,774,161	*1,343,760	*150,601	*2,430,378

*Not complete for all territories.
(a) Includes 25,585 miscellaneous vehicles.
(b) Includes taxicabs, buses and motor coaches.

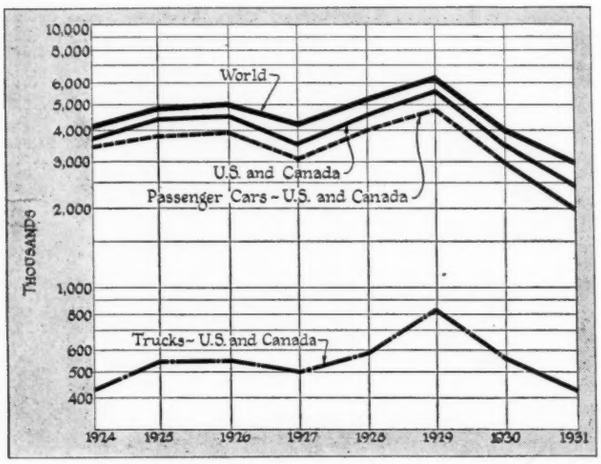
OCEANIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Australia	525,846	407,911	117,935	....	78,210
Cook Island	128	72	56	....	31
Fiji Islands	1,184	822	352	....	176
French Oceania	561	493	68	....	44
Hawaii	51,096	40,080	11,016	....	450
New Zealand	192,576	153,183	38,157	1,236	35,331
Other Oceania	500	....	....	....	....
Samoa	396	225	153	18	14
Total 1931	772,287	*602,786	*167,737	*1,254	*114,256
Total 1930 (revised)	805,545	*635,401	*162,613	*3,205	*121,195

*Not complete for all territories.

MOTOR VEHICLE

World Production Trends



1931 Production Summary

Passenger Cars:	
United States	1,967,055
Canada	65,093
Commercial Cars:	
United States	416,640
Canada	17,528
Buses, U. S.	2,084
Taxicabs, U. S.	6,035
Motorcycles, U. S.	14,799
Tractors, U. S.	119,000
Tires, U. S.	48,167,000
Aircraft, U. S.:	
Commercial	1,582
Military	812
U. S. foreign assemblies	105,721

Canadian Motor Vehicle Production*

	Passenger Cars	Trucks	Total Motor Vehicles
1922	94,904	7,149	102,053
1923	129,228	17,210	146,438
1924	117,765	17,481	135,246
1925	135,573	26,397	161,970
1926	164,856	39,871	204,727
1927	146,827	32,227	179,054
1928	196,741	45,641	242,382
1929	207,498	55,797	263,295
1930	125,442	28,750	154,192
1931	65,093	17,528	82,621

* Dominion Bureau of Statistics.

World Car and Truck Production

	1931*			1930*			1929**		
	Cars†	Trucks†	Total	Cars	Trucks	Total	Cars	Trucks	Total
Austria	3,200	1,700	4,900	6,000	3,000	9,000	6,050	3,250	9,300
Belgium	3,800	780	4,580	....	....	7,500	6,500	1,200	7,700
Czechoslovakia	15,150	2,700	17,850	13,000	7,000	20,000	12,900	2,700	15,600
Denmark (estimated)	....	....	150	....	....	200	45	75	120
France	150,000	25,000	175,000	181,260	41,119	222,379	110,000	65,000	175,000
Germany	55,000	9,500	64,500	54,000	12,500	66,500	46,500	24,000	70,500
Great Britain	160,000	65,000	225,000	150,000	50,000	200,000	178,000	54,000	232,000
Hungary	....	....	....	200	100	300	420	250	670
Italy	....	....	25,000	34,150	9,500	43,650	51,400	16,500	67,900
Poland	....	....	....	....	....	600	100	570	670
Spain	....	....	....	....	....	400	150	250	400
Sweden	700	1,675	2,375	800	1,600	2,400	650	1,200	1,850
Switzerland	150	980	1,130	200	1,100	1,300	275	1,100	1,275
U.S.S. Russia (mostly trucks)	....	....	23,400	....	....	5,878	....	....	2,000
United States and Canada	2,038,183	434,168	2,472,351	2,939,791	569,271	3,509,061	4,794,898	826,811	5,621,709
Miscellaneous	....	....	1,500	....	....	1,000	....	....	....
World Total	2,426,183	541,603	3,017,736	3,379,401	695,190	4,090,169	5,207,788	996,906	6,206,694

* The American Automobile (Overseas Edition) and El Automovil Americano.
** Automotive Division, Bureau of Foreign and Domestic Commerce.
† Incomplete for all territories.

STATISTICAL ISSUE

PRODUCTION

Truck Production by Capacities—United States and Canada

(Based on N.A.C.C. Data)

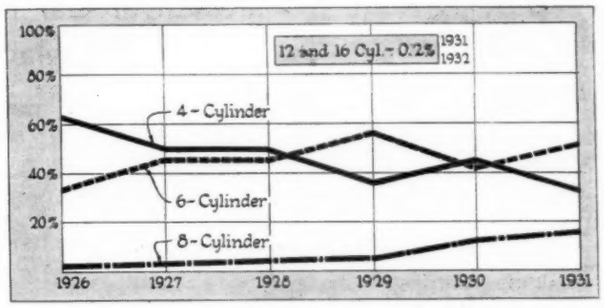
Truck Tonnage	1927 Number	1927 %	1928 Number	1928 %	1929 Number	1929 %	1930 Number	1930 %	1931 Number	1931 %
¾ ton or less	88,046	17.7	95,232	16.2	141,859	17.1	144,869	24.0	97,855	22.5
1 ton and less than 1½	319,637	64.3	313,270	53.2	78,786	9.5	31,028	5.2	5,981	1.4
1½ ton and less than 2	29,107	5.9	112,171	19.0	523,691	63.4	370,541	61.7	293,803	67.7
2 ton and less than 2½	27,313	5.5	30,456	5.2	28,416	3.4	16,477	2.7	10,990	2.5
2½ ton and less than 3½	16,584	3.3	21,813	3.7	33,530	4.1	22,887	3.8	14,145	3.3
3½ ton and less than 5	4,471	0.9	4,746	0.8	8,643	1.0	6,412	1.0	5,743	1.3
5 ton	4,128	0.8	2.219	0.4	2,384	0.3	1,094	0.2	969	0.2
Over 5 ton and special types	7,734	1.6	9.076	1.5	9,508	1.2	6,683	1.4	4,682	1.1
Total	497,020	100.0	588,983	100.0	826,817	100.0	599,991	100.0	434,168	100.0

Estimated Number of U. S. Passenger Cars Scrapped

1923	900,000
1924	1,177,300
1925	1,563,300
1926	1,685,800
1927	1,929,600
1928	2,315,300
1929	2,513,800
1930	2,347,300
1931	*2,477,000

* Unadjusted figure.

Division of Passenger Car Production By Number of Engine Cylinders



	Per Cent Fours	Per Cent Sixes	Per Cent Eights	Per Cent Twelves	Per Cent Sixteens
1926	64.0	34.0	2.0	....	....
1927	49.7	47.1	3.2	....	....
1928	48.6	47.0	4.4	....	....
1929	37.5	57.0	5.5	....	....
1930	44.4	43.3	12.1	* .20	....
1931	33.2	51.8	14.8	.17	.03

* Including sixteens.

Total Value of Production of Motor Vehicle Industry*

1923	$3,163,327,874
1925	3,198,122,633
1927	2,848,442,843
1929	3,722,793,274
1931	†1,580,000,000

* Census of manufacturers.
† Estimated.

European Production Totals

	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928*	589,900
1929*	650,000
1930*	583,107
1931*	545,385

These figures do not include American cars assembled in European plants.
* The American Automobile (Overseas Edition).

Factories Junk One-ninth of Cars Scrapped, 1931

Total passenger cars scrapped or out of service	2,477,000	100.0%
Eliminated through factory supervision	283,000	11.6%
Eliminated through other means	2,194,000	88.4%

STATISTICAL ISSUE

MOTOR VEHICLE PRODUCTION

Motor Vehicle Production—U. S. and Canada

Year	Passenger Cars Units*	Passenger Cars Value**	Trucks Units	Trucks Value**	Cars and Trucks Units	Cars and Trucks Value**
1912	356,000	$335,000,000	22,000	$43,000,000	378,000	$378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	543,679	413,859,000	25,375	45,098,464	569,054	458,957,843
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,657,652	1,461,785,925	275,943	423,326,621	1,933,595	1,885,112,546
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,518,061	1,091,752,452	164,304	169,914,098	1,682,365	1,261,666,550
1922	2,369,089	1,561,740,645	277,140	231,282,063	2,646,229	1,793,022,708
1923	3,753,945	2,274,554,488	426,505	317,478,940	4,180,450	2,592,033,428
1924	3,303,646	2,040,706,519	434,140	326,706,496	3,737,786	2,367,413,015
1925	3,870,744	2,544,528,799	557,056	470,634,763	4,427,800	3,015,163,562
1926	3,948,843	2,746,064,722	556,818	468,752,769	4,505,661	3,214,817,491
1927	3,083,360	2,265,633,102	497,020	435,072,641	3,580,380	2,700,705,743
1928	4,012,158	2,703,753,500	588,983	459,045,380	4,601,141	3,162,798,880
1929	4,794,898	2,981,141,842	826,811	595,504,039	5,621,709	3,576,645,881
1930	2,910,187	1,722,644,568	599,991	406,147,577	3,510,178	2,128,792,145
1931	2,038,183	1,170,000,000	434,168	260,000,000	2,472,351	1,430,000,000

*Includes Taxicabs.
**Wholesale Value.

Passenger Car Production by Leading Manufacturing Groups

	1927 Production	1927 % of Total	1928 Production	1928 % of Total	1929 Production	1929 % of Total	1930 Production	1930 % of Total	1931 Production	1931 % of Total
Ford	362,456	11.7	718,299	17.9	1,707,251	35.5	1,197,371	41.1	575,682	28.2
General Motors	1,353,350	43.9	1,552,790	38.6	1,550,380	32.4	997,280	34.3	895,210	44.0
All others	1,367,554	44.4	1,741,069	43.5	1,736,267	32.1	715,536	24.6	567,291	27.8
Total	3,083,360	100.0	4,012,158	100.0	4,794,898	100.0	2,910,187	100.0	2,038,183	100.0

Monthly Motor Vehicle Production*

(U. S. and Canada)

PASSENGER CAR PRODUCTION

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
1925	217,825	257,330	339,142	397,915	388,819	369,955	364,109	229,278	275,973	405,132	337,750	287,516	3,870,744
1926	287,900	337,900	402,568	403,271	396,218	359,534	330,007	393,823	365,553	300,854	227,131	144,084	3,948,843
1927	209,902	277,376	363,595	377,713	378,921	296,035	246,530	285,724	235,724	189,278	114,885	108,277	3,083,360
1928	212,244	301,320	386,510	384,778	404,444	381,026	357,682	422,996	374,276	351,899	223,896	211,087	4,012,158
1929	364,773	431,755	546,489	571,956	541,310	469,260	439,598	452,857	375,046	328,305	176,629	96,920	4,794,898
1930	242,672	293,036	348,087	393,804	382,619	298,130	230,761	190,864	182,049	117,014	104,668	126,483	2,910,187
1931	142,869	187,948	241,727	300,960	282,096	215,979	187,324	158,851	111,336	59,176	49,996	99,921	2,038,183

TRUCK PRODUCTION

1925	33,422	38,828	51,105	54,936	50,376	43,989	46,878	39,921	62,559	51,962	45,271	37,809	557,056
1926	36,577	44,590	53,273	57,567	53,883	48,486	44,811	48,313	50,880	48,237	38,998	31,203	556,818
1927	44,382	46,014	54,168	53,280	52,435	46,990	33,853	36,796	36,448	38,152	26,102	28,400	497,020
1928	27,947	34,980	44,273	49,537	55,281	44,169	59,630	69,547	62,231	63,921	45,013	32,454	588,983
1929	57,765	65,950	79,587	91,855	94,940	98,164	78,703	59,985	54,683	66,235	50,368	28,582	826,817
1930	40,938	52,925	69,031	74,477	62,080	51,466	44,960	43,296	46,557	41,928	37,493	34,840	599,991
1931	35,475	41,863	47,671	53,138	47,805	41,496	35,386	32,890	31,876	22,406	20,118	24,044	434,168

PASSENGER CAR AND TRUCK PRODUCTION

1925	251,247	296,158	390,247	452,851	439,195	413,944	410,987	269,199	338,532	457,094	383,021	325,325	4,427,800
1926	324,477	382,490	455,841	460,838	450,101	408,020	374,818	442,136	416,433	349,091	266,129	175,287	4,505,661
1927	254,284	323,390	417,763	430,993	431,356	343,025	280,383	322,520	271,572	227,430	140,987	136,677	3,580,380
1928	240,191	336,300	430,783	434,315	459,725	425,195	417,312	492,543	436,507	415,820	268,909	243,541	4,601,141
1929	422,538	497,705	626,076	663,811	636,250	567,424	518,301	512,842	429,729	394,540	226,997	125,502	5,621,715
1930	283,610	345,961	417,118	468,281	444,699	349,596	275,721	234,160	228,606	158,942	142,161	161,323	3,510,178
1931	178,344	229,811	289,398	354,098	329,901	257,475	222,710	191,741	143,212	81,582	70,114	123,965	2,472,351

* Bureau of Census, Department of Commerce.

STATISTICAL ISSUE

Statistics of the Industry

Trend Toward Closed Cars Shown in Past Six Years of Production

(United States and Canada)

With Number of Open and Closed Body Types

	Under $1,000			$1,000 to $2,000			$2,000 to $3,000			$3,000 and Over			Total		
Year	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed
1921	1,047,462	822,843	224,619	353,708	288,372	65,336	81,976	51,809	30,167	34,915	19,552	15,363	1,518,061	1,182,576	335,485
1922	1,753,126	1,322,357	430,769	516,461	312,165	204,296	59,228	11,709	47,519	40,274	8,678	31,596	2,369,089	1,654,909	714,180
1923	3,063,181	2,071,339	991,842	615,647	395,545	220,102	45,086	7,838	37,248	30,031	2,913	27,118	3,753,945	2,477,635	1,276,310
1924	2,435,303	1,545,197	890,106	707,233	318,387	388,846	117,517	14,293	103,224	43,593	5,403	38,190	3,303,646	1,883,280	1,420,366
1925	2,680,228	1,491,766	1,188,462	1,008,224	174,438	833,786	143,599	12,008	131,591	38,693	5,894	32,799	3,870,744	1,684,106	2,186,638
1926	2,783,076	978,760	1,804,316	977,183	109,843	867,340	156,814	12,423	144,391	31,770	4,479	27,291	3,948,843	1,105,505	2,843,338
1927	1,997,203	375,738	1,621,465	913,565	77,073	836,492	140,963	10,075	130,888	31,629	3,352	28,277	3,083,360	466,238	2,617,122
1928	2,920,928	385,381	2,535,547	918,569	62,198	856,371	137,391	10,037	127,354	35,270	2,512	32,758	4,012,158	460,128	3,552,030
1929	3,902,530	477,302	3,425,228	735,175	22,055	713,120	130,870	9,815	121,055	26,323	1,237	25,086	4,794,898	510,409	4,284,489
1930	2,435,809	257,338	2,178,470	382,921	19,912	363,009	66,542	3,513	63,029	24,916	1,966	22,950	2,910,187	282,729	2,627,458
1931	1,742,223	93,837	1,648,386	243,641	7,407	236,234	39,960	1,195	38,765	12,359	1,229	11,130	2,038,183	103,668	1,934,515

Percentage of Passenger Car Production

(By Retail Price Classes)

(United States and Canada)

	Under $1,000	$1,000 to $2,000	$2,001 to $3,000	$3,001 and Over
1921	69.0	23.3	5.4	2.3
1922	74.0	21.8	2.5	1.7
1923	81.6	16.4	1.2	0.8
1924	73.8	21.4	3.5	1.3
1925	69.4	25.9	3.7	1.0
1926	70.5	24.7	4.0	0.8
1927	64.8	29.6	4.6	1.0
1928	72.8	22.9	3.4	0.9
1929	81.5	15.3	2.7	0.5
1930	83.7	13.0	2.5	0.8
1931	85.5	11.9	2.0	0.6

Per Cent of Car Production by Types

(U. S. and Canada)

	1928	1929	1930	1931
Roadsters	5.5	6.7	6.9	4.1
Touring cars	5.7	3.7	2.7	1.2
Coupes	19.4	20.7	24.1	26.3
Other closed cars	66.3	67.1	65.3	68.3
Chassis	3.1	1.8	1.0	0.1

Total Value of Production of Motor Vehicle Bodies and Parts Plants*

1925	$1,523,279,923
1927	1,151,426,365
1929	1,537,929,793
1931	†860,000,000

* Census of manufacturers.
† Estimated.

19 Per Cent of Retail Sales of All Commodities Are Automotive Products

(Based on U. S. Census of Distribution for 1929)

	Number of Stores	Net Sales (1929)
Motor vehicles, new and used	44,337	$6,316,323,939
Accessories, tires and batteries	24,239	632,318,150
Filling stations	123,979	1,883,842,465
Motorcycle, bicycle and supply shops	1,423	21,550,103
Garages—repairs, gas and oil, etc.	58,990	676,721,725
Other automotive establishments	354	16,141,531
Total automotive group	253,322	$9,546,897,913
Total retail commodity sales	1,549,168	$50,033,850,792

Raw Materials Used in Automobile Industry, 1931

Production of Finished Rolled Steel (gross tons)*		Amount Used in Automobile Industry During 1931 (gross tons)*		Per Cent Used in Automobile Industry
Carbon Steel	17,452,882	Carbon Steel	2,291,377	13.1
Strips	1,011,450	Strips	602,754	59.6
Sheets	2,290,180	Sheets	774,140	33.8
Bars	1,871,306	Bars	747,444	40.0
Alloy Steel	496,500	Alloy Steel	360,806	72.7
Strips	6,703	Strips	3,998	59.7
Sheets	3,426	Sheets	5	..
Bars	397,845	Bars	298,529	75.0
Stainless Steel.	7,200			
Sheets	7,100	Stainless Steel.	1,800	25.0
Bars	100	Sheets	1,800	25.3
Malleable Iron	340,000	Malleable Iron.	183,600	54.0

Rubber (long tons)	
Total consumption of crude rubber	350,000
Total consumption by automobile industry	290,000
Per cent used in automobile industry	82.8
Plate Glass (square feet)	
Total production of plate glass	90,000,000
Total consumption by automobile industry	54,000,000
Per cent used in automobile industry	60.0
Copper (short tons)†	
Total consumption	630,000
Total consumption by automobile industry	70,000
Per cent used by automobile industry	11.1
Lead (tons)†	
Total consumption	550,000
Total consumption by automobile industry	123,000
Per cent used by automobile industry	22.3
Note: Includes lead used in manufacture of storage batteries.	
Zinc (tons)†	
Total consumption	330,000
Total consumption by automobile industry	25,000
Per cent used by automobile industry	7.6
Aluminum (tons)†	
Total consumption	80,000
Total consumption by automobile industry	14,000
Per cent used by automobile industry	17.5
Lumber, Hardwood (board feet)	
Total consumption	2,840,000,000
Total consumption by automobile industry	406,000,000
Per cent used by automobile industry	14.3
Lumber, Softwood (board feet)	
Total consumption	12,600,000,000
Total consumption by automobile industry	58,000,000
Per cent used by automobile industry	4.7

* Data from *Steel*.
† American Bureau of Metal Statistics.

STATISTICAL ISSUE

Statistics of

Tire Production by Types

	1925	1926	1927	1928	1929	1930	1931
Balloon casings	20,750,000	29,100,000	34,700,000	51,900,000	51,400,000	42,300,000	41,300,000
High-pressure casings	40,000,000	32,400,000	29,700,000	26,100,000	17,300,000	8,625,000	6,700,000
Total casings	60,750,000	61,500,000	64,400,000	78,000,000	68,700,000	50,925,000	48,000,000
Balloon inner tubes	21,420,000	31,300,000	34,300,000	49,200,000	48,700,000	41,300,000	38,880,000
High-pressure inner tubes	61,200,000	45,250,000	36,500,000	31,000,000	20,200,000	11,060,000	9,020,000
Total inner tubes	82,620,000	76,550,000	70,800,000	80,200,000	68,900,000	52,360,000	47,900,000
Solids and cushions	1,012,000	750,000	744,000	678,000	511,000	255,000	167,000

New and Used Car Financing Data

Monthly statistics on automobile financing, based on data reported to the Bureau of the Census by 365 automobile financing organizations, are presented in the table below. These figures include complete revisions to date.

Year and Month	Wholesale Financing Volume in Dollars	RETAIL FINANCING											
		TOTAL			NEW CARS			USED CARS			UNCLASSIFIED		
		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average	
			Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car
1929													
January	$36,881,721	156,120	$75,091,664	$481	78,307	$48,591,059	$621	68,799	$22,724,455	$330	9,014	$3,776,150	$419
February	47,958,519	189,861	90,669,959	478	103,291	61,783,100	598	76,431	24,587,590	322	10,139	4,299,269	424
March	61,163,820	304,274	141,326,452	464	165,964	96,621,218	582	121,167	37,813,596	312	17,143	6,891,638	402
April	74,882,776	410,104	172,125,734	420	204,976	116,600,217	569	184,795	47,096,015	255	20,333	8,429,502	415
May	72,226,505	401,283	184,283,539	459	212,526	124,955,807	588	168,552	50,972,526	302	20,205	8,355,206	414
June	63,408,612	385,812	179,547,142	465	203,633	121,743,107	598	163,844	50,252,309	307	18,335	7,551,726	412
July	61,815,206	390,172	180,315,141	462	211,192	124,489,285	589	162,243	48,986,857	302	16,737	6,838,999	409
August	69,934,302	349,160	163,343,429	468	183,834	111,014,676	604	149,398	45,739,361	306	15,928	6,589,392	414
September	60,181,165	299,687	128,952,442	430	157,889	93,695,190	593	127,507	29,449,719	231	14,291	5,807,533	406
October	63,640,986	277,191	126,156,495	455	132,067	80,166,909	607	134,679	41,632,748	309	10,445	4,356,838	417
November	44,633,376	209,922	94,642,538	451	96,049	58,070,519	605	103,806	32,162,564	310	10,067	4,409,455	438
December	21,001,179	171,236	79,823,471	466	74,100	47,942,271	647	89,652	28,596,375	319	7,484	3,284,825	439
Total (Year)	$677,728,167	3,544,822	$1,616,278,006	$456	1,823,828	$1,085,673,358	$595	1,550,873	$460,014,115	$297	170,121	$70,590,533	$415
1930													
January	$52,444,530	165,550	$73,432,499	$444	78,535	$45,145,861	$575	80,722	$25,528,830	$316	6,293	$2,757,808	$438
February	61,244,849	199,212	85,543,007	429	95,404	52,912,401	555	95,408	29,143,153	305	8,400	3,487,453	415
March	77,545,443	315,277	123,525,042	392	139,134	77,207,935	555	166,531	42,393,692	255	9,612	3,923,415	408
April	85,337,838	346,855	146,636,049	423	170,989	93,913,410	549	163,997	48,767,981	297	11,869	3,954,658	333
May	83,598,097	294,057	115,147,470	392	115,517	68,160,536	590	168,164	42,823,876	255	10,376	4,163,058	401
June	53,802,394	340,658	138,129,284	405	159,614	91,104,599	571	170,335	42,967,837	252	10,709	4,056,848	379
July	55,319,248	286,499	118,736,749	414	130,618	73,437,188	562	149,620	42,656,582	285	6,261	2,642,979	422
August	45,314,862	247,105	102,711,011	416	111,018	62,973,477	567	129,525	37,106,115	286	6,562	2,631,419	401
September	45,310,662	218,849	90,218,740	412	92,061	52,807,904	574	121,476	35,199,971	290	5,312	2,210,865	416
October	35,878,312	200,584	81,186,881	405	78,364	45,622,207	582	118,085	33,743,132	286	4,135	1,821,542	441
November	29,632,626	152,185	60,159,163	*395	54,669	31,798,647	582	94,034	26,830,221	285	3,482	1,530,295	439
December	35,550,040	167,142	65,915,372	394	61,873	35,333,397	571	101,035	28,828,009	285	4,234	1,753,966	414
Total (Year)	$660,978,901	2,933,973	$1,201,341,267	$409	1,287,796	$730,417,562	$567	1,558,932	$435,989,399	$280	87,245	$34,934,306	$400
1931													
January	$40,164,672	160,490	$61,691,837	$384	58,499	$32,945,588	$563	97,834	$27,236,324	$278	4,157	$1,509,925	$363
February	49,812,959	172,958	66,130,134	382	67,599	36,854,428	545	100,696	27,707,242	275	4,663	1,568,464	336
March	63,089,716	237,273	91,997,270	388	102,665	55,022,086	536	128,311	34,688,428	270	6,297	2,286,756	363
April	71,194,343	290,076	112,982,254	389	133,347	70,544,761	529	149,112	39,546,288	265	7,617	2,891,205	380
May	72,623,199	277,950	109,372,143	393	126,729	68,564,134	541	142,796	37,781,543	265	8,425	3,026,466	359
June	58,171,936	265,389	104,642,284	394	115,106	63,554,955	552	141,935	37,988,162	268	8,348	3,099,167	371
July	48,853,330	236,878	95,910,307	405	100,832	59,300,107	588	128,707	34,126,071	265	7,339	2,484,129	338
August	43,942,549	204,878	79,598,201	389	83,602	46,865,947	561	115,020	30,486,513	265	6,256	2,245,741	359
September	35,840,571	176,663	68,284,838	387	67,609	38,609,797	571	103,234	27,580,567	267	5,820	2,094,474	360
October	25,770,269	159,980	60,691,614	379	58,055	33,195,759	572	97,437	25,882,006	266	4,488	1,613,849	360
November*	15,719,974	131,047	48,568,648	371	44,701	25,394,801	568	82,816	21,891,123	264	3,530	1,282,724	363
December**	29,207,137	(a)134,759	50,460,005	374	48,143	27,312,935	567	82,841	21,880,397	264	3,775	1,266,673	336
Total (Year)	$554,440,655	2,448,341	950,329,535	388	1,006,887	$558,165,298	$554	1,370,739	$366,794,664	$268	70,715	$25,369,573	$359

* Revised
** Preliminary
(a) Of this number 35.73 per cent were new cars, 61.47 per cent used cars, and 2.80 per cent unclassified.

STATISTICAL ISSUE

the Industry

U. S. Production and Sales of Airplanes by Types, 1931*

Type	PRODUCTION Total	Per Cent of Total	Net Sales Value	Per Cent of Total	SALES Total	Per Cent of Total	Net Sales Value	Per Cent of Total
Open Cockpit Biplane								
1 place	20	1.2	$169,978	2.6	20	1.2	$167,715	2.2
2 places	172	10.9	424,303	6.4	183	11.0	467,573	6.1
3 places	190	12.0	628,564	9.4	259	15.6	776,801	10.1
Over 3 places	42	2.7	132,495	2.0	34	2.1	108,535	1.4
Total	424	26.8	$1,355,340	20.36	496	29.9	$1,520,624	19.8
Cabin — Single-Engined Biplane	45	2.9	351,350	5.3	37	2.2	317,793	4.2
Cabin — Multi-Engined Biplane	2	.1	136,000	2.0	3	.2	204,000	2.7
Total Biplanes	471	29.78	$1,842,690	27.69	536	32.33	$2,042,417	26.67
Open Cockpit Monoplanes								
1 place	206	12.8	208,096	3.1	148	8.9	164,885	2.2
2 places	496	31.6	703,482	10.6	417	25.2	570,752	7.5
3 places	2	.1	6,300	.1	1	.....	3,750	.....
Over 3 places	0	.....	.....	.....	.....	.....	.....	.....
Total	704	44.5	$917,878	13.8	566	34.1	$739,387	9.7
Cabin—Single-Engined Monoplane								
1 place	0	.....	.....	.....	.....	.....	.....	.....
2 places	33	2.1	81,435	1.2	35	2.1	97,810	1.3
3 places	1	.1	3,600	.1	99	6.0	219,439	2.9
4 places	162	10.2	437,570	6.6	168	10.1	445,086	5.8
5 places	11	.7	105,944	1.6	13	.8	123,819	1.6
6 places	26	1.6	252,870	3.8	42	2.5	385,450	5.0
7 places	11	.7	204,625	3.1	23	1.4	395,820	5.2
8 places and up	10	.6	222,880	3.3	11	.7	252,130	3.3
Total	254	16.0	$1,308,924	19.7	391	23.6	$1,919,554	25.1
Cabin—Multi-Engined Monoplane	63	4.0	1,342,206	20.1	71	4.3	1,514,082	19.7
Total Monoplanes	1,021	64.54	$3,569,008	53.62	1,028	62.00	$4,173,023	54.50
Seaplanes	2	.1	15,500	.2	2	.1	12,585	.2
Amphibions	37	2.3	819,859	12.3	46	2.8	1,051,716	13.7
Autogiros	51	3.3	408,681	6.2	46	2.8	377,086	4.9
Total	90	5.68	$1,244,040	18.69	94	5.67	$1,441,387	18.83
Total Com.	1,582	100.00	$6,655,738	100.00	1,658	100.00	$7,656,827	100.00
Total M'tary	812	.....	$12,971,028	.....	811	.....	$13,216,761	.....
Gd. Total.	2,394	.....	$19,626,766	.....	2,469	.....	$20,873,588	.....

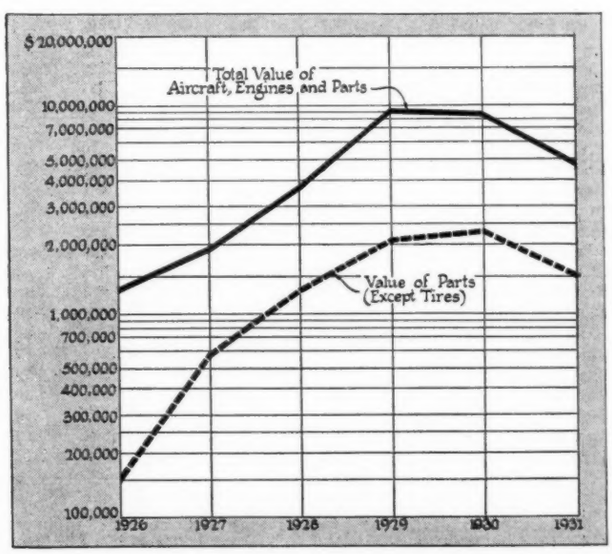
* Aeronautical Chamber of Commerce of America, Inc., the Aircraft Yearbook for 1932.

Gasoline Consumption by States

1931

	Gallons
Alabama	162,672,000
Arizona	74,461,000
Arkansas	128,878,000
California	1,401,544,000
Colorado	176,820,000
Connecticut	227,126,000
Delaware	38,106,000
District of Columbia	93,493,000
Florida	231,042,000
Georgia	221,893,000
Idaho	59,292,000
Illinois	1,047,687,000
Indiana	481,471,000
Iowa	409,503,000
Kansas	405,249,000
Kentucky	177,433,000
Louisiana	187,823,000
Maine	115,493,000
Maryland	188,930,000
Massachusetts	572,488,000
Michigan	798,724,000
Minnesota	441,914,000
Mississippi	130,135,000
Missouri	477,559,000
Montana	75,645,000
Nebraska	228,200,000
Nevada	22,709,000
New Hampshire	68,305,000
New Jersey	566,165,000
New Mexico	52,222,000
New York	1,625,931,000
North Carolina	247,239,000
North Dakota	114,791,000
Ohio	984,809,000
Oklahoma	305,454,000
Oregon	173,833,000
Pennsylvania	1,062,602,000
Rhode Island	98,139,000
South Carolina	121,239,000
South Dakota	134,500,000
Tennessee	211,604,000
Texas	826,107,000
Utah	60,966,000
Vermont	49,220,000
Virginia	244,151,000
Washington	273,706,000
West Virginia	143,229,000
Wisconsin	455,649,000
Wyoming	39,477,000
Total, U. S.	16,435,628,000

Export Value of Aircraft Engines and Parts



Aircraft Exports*

	1929	1930	1931
Number of engines	321	376	318
Number of aircraft	347	321	140
Value of aircraft, engines & parts	$9,133,105	$8,806,205	$4,809,440
Value of parts (except engines & tires)	$2,272,208	$2,351,651	$1,521,828

*Aeronautics Branch, Department of Commerce.

Statistics of the Industry

U. S. Airplane Production*

	Military			Commercial		
	Units	Value	Unit Value	Units	Value	Unit Value
1925	447	$5,174,025	$11,575	268	$1,499,634	$5,595
1926	532	6,154,708	11,569	604	2,716,319	4,497
1927	621	7,528,383	12,123	1,565	6,976,616	4,457
1928	1,219	19,066,379	15,641	3,542	17,194,298	4,854
1929	677	10,832,544	16,221	5,357	33,624,756	6,276
1930	747	10,723,720	14,355	1,937	10,746,042	5,547
1931	812	12,971,625	15,974	1,582	6,655,738	4,207

* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1932.

U. S. Airplane Engine Production*

	Military			Commercial		
	Units	Value	Unit Value	Units	Value	Unit Value
1926	842	$4,080,571	$4,846	....	.....	....
1927	1,397	6,550,533	4,689	....	.....	....
1928	2,620	12,407,920	4,735	632	$979,600	$1,550
1929	1,861	8,600,530	4,621	5,517	17,895,300	3,243
1930	1,841	10,823,423	5,879	1,925	6,255,493	3,249
1931	1,800	10,417,718	5,788	1,976	4,192,600	2,122

* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1932.

Scheduled Transport Operations of American Air Lines*

	1926	1927	1928	1929	1930	1931
Planes	95	144	294	619	637	753
Passengers	5,782	12,594	52,934	165,263	385,910	457,753
Air mail	433,649	1,101,404	3,000,518	7,096,930	†8,513,675	†9,351,195
Express	6,467	12,495	35,376	197,538	286,798	885,164
Scheduled miles flown	2,025,824	3,922,304	10,472,024	20,242,891	28,833,967	43,395,478
Employees	527	840	1,740	4,430	6,350	7,000
Number of operators	19	24	32	27	35	42

* Aircraft Year Books, Aeronautical Chamber of Commerce of America, Inc.
† Includes lines to South America.

Census of Numbered Motor Boats

Port	1927	1928	1929	1930	*1931
Baltimore, Md.	13,219	13,913	14,461	15,123	15,588
Boston, Mass.	11,762	12,201	12,648	13,119	13,346
Bridgeport, Conn.	5,757	5,867	6,057	5,921	6,401
Buffalo, N. Y.	1,563	1,377	1,398	1,251	1,148
Charleston, S. C.	1,042	1,093	1,155	1,190	1,233
Chicago, Ill.	6,032	6,302	6,614	6,957	6,995
Cleveland, Ohio	4,287	4,289	4,569	5,006	5,412
Des Moines, Iowa	2,746	2,849	2,920	2,978	3,051
Detroit, Mich.	10,424	11,188	12,012	10,083	10,779
Duluth, Minn.	1,056	1,056	1,055	1,055	1,055
Galveston, Texas	1,702	1,935	2,147	2,371	2,611
Great Falls, Mont.	14	14	15	17	17
Honolulu, Hawaii	712	764	841	894	894
Indianapolis, Ind.	1,103	1,240	1,377	1,459	1,557
Juneau, Alaska	3,729	4,201	3,891	3,676	3,826
Los Angeles, Calif.	2,974	3,215	3,425	3,584	3,674
Louisville, Ky.	2,039	2,287	3,287	2,299	2,290
Memphis, Tenn.	3,348	3,673	3,990	4,164	4,240
Milwaukee, Wis.	1,997	2,069	2,093	2,179	2,232
Minneapolis, Minn.	657	672	693	614	748
Mobile, Ala.	2,998	3,231	3,367	3,518	3,690
New Orleans, La.	11,540	12,014	12,430	12,862	14,020
New York, N. Y.	28,962	30,717	32,247	33,971	35,403
Norfolk, Va.	12,626	13,318	13,772	14,251	14,318
Ogdensburg, N. Y.	3,414	3,418	3,422	3,527	3,596
Omaha, Neb.	252	340	396	341	362
Pembina, N. D.	15	16	20	23	22
Philadelphia, Pa.	12,840	13,480	14,162	14,975	15,685
Pittsburgh, Pa.	546	664	739	477	586
Port Arthur, Texas	1,228	1,298	1,340	1,392	1,511
Portland, Me.	12,233	12,563	12,840	13,187	13,374
Portland, Ore.	6,694	6,537	6,864	7,163	7,622
Providence, R. I.	2,800	2,861	2,956	3,128	3,040
Rochester, N. Y.	2,885	3,123	3,230	3,448	3,558
St. Albans, Vt.	543	556	580	573	615
St. Louis, Mo.	5,666	6,029	6,499	6,870	7,171
San Antonio, Texas	409	457	523	674	819
San Diego, Calif.	.....	.....	.....	.....	304
San Francisco, Calif.	4,628	4,982	5,264	5,572	5,729
San Juan, Porto Rico	161	174	187	216	226
Savannah, Ga.	1,247	1,310	1,340	1,368	1,396
Seattle, Wash.	6,841	7,079	7,504	7,867	7,913
Tampa, Fla.	18,155	19,217	20,180	21,204	22,290
Wilmington, N. C.	6,729	7,093	7,530	7,901	8,184
Total	219,575	230,582	241,040	248,448	258,531

* Bureau of Navigation, Department of Commerce; includes boats 16 ft. or over in length and no private boats over 5 net tons.

AUTOMOTIVE MARKETING DATA

New-Car Domestic Sales by Makes*

Make	NEW-CAR REGISTRATIONS (Approx.) 1928	1929	1930	1931	PER CENT OF TOTAL 1928	1929	1930	1931	RANK 1928	1929	1930	1931
Auburn	11,550	19,300	13,370	31,130	.35	.49	.50	1.62	..	..	..	..
Auburn	11,550	18,500	11,460	29,710	.35	.47	.43	1.55	26	26	26	13
Cord	....	800	1,910	1,420	..	.02	.07	.07	..	36	34	31
Austin	....	....	4,430	2,960	..	..	.17	.15	..	..	31	30
Chrysler Motors	346,780	356,900	228,390	229,830	10.65	8.87	8.53	11.98	..	..	..	..
Chrysler	152,110	87,500	61,940	52,970	4.67	2.18	2.32	2.76	8	11	8	7
DeSoto	15,050	61,700	35,870	28,600	.46	1.54	1.34	1.49	25	15	12	14
Dodge	154,220	119,800	65,190	53,410	4.74	2.96	2.43	2.79	7	7	6	6
Plymouth	25,400	87,900	65,390	94,850	.78	2.19	2.44	4.94	19	10	5	3
DeVaux	....	....	....	4,840	..	..	..	.25	..	..	..	..
Durant	73,870	49,400	21,800	7,270	2.29	1.23	.82	.38	12	16	19	22
Ford Motor Co.	505,130	1,362,400	1,077,460	535,240	15.54	33.92	40.34	27.88	..	..	..	..
Ford	498,880	1,356,000	1,073,030	531,750	15.35	33.76	40.17	27.70	2	1	1	2
Lincoln	6,250	6,400	4,430	3,490	.19	.16	.17	.18	29	31	30	29
Franklin	7,690	11,100	7,610	3,900	.25	.29	.28	.20	28	27	28	28
Gardner	3,290	2,100	....	....	.10	.05	..	..	32	35	..	..
General Motors	1,343,470	1,315,700	920,810	830,390	41.34	32.79	34.48	43.28	..	..	..	..
Buick	203,160	162,300	112,200	91,420	6.25	4.05	4.20	4.76	3	6	3	4
Cadillac	18,830	15,500	12,280	11,200	.58	.38	.46	.58	23	26	24	20
Chevrolet	796,870	807,300	629,400	586,930	24.51	20.12	23.56	30.60	1	2	2	1
La Salle	19,490	21,000	11,450	6,920	.60	.52	.43	.36	22	22	27	23
Marquette	....	16,000	12,540	....	..	.40	.47	..	..	25	23	..
Oakland	38,400	33,000	22,020	13,060	1.19	.82	.82	.68	18	20	18	19
Oldsmobile	76,290	92,600	48,510	46,910	2.35	2.32	1.82	2.44	11	9	11	8
Pontiac	190,430	163,800	69,550	73,590	5.86	4.07	2.61	3.84	5	5	4	5
Viking	....	4,200	2,860	360	..	.11	.11	.02	..	32	33	34
Graham-Paige	60,570	62,600	30,650	19,320	1.86	1.57	1.15	1.01	13	14	15	15
Hudson Motors	233,740	262,900	95,390	62,100	7.20	6.52	3.57	3.23	..	..	..	..
Essex	183,680	198,000	64,410	42,800	5.66	4.91	2.41	2.23	6	3	7	10
Hudson	50,060	64,900	30,980	19,300	1.54	1.61	1.16	1.00	15	13	14	16
Hupmobile	57,490	45,900	24,720	17,530	1.77	1.14	.93	.91	14	18	17	17
Jordan	4,400	2,300	....	....	.14	.06	..	..	31	34	..	..
Marmon	15,290	22,300	12,580	5,720	.47	.58	.47	.29	24	21	22	25
Nash	119,200	108,800	51,950	39,600	3.67	2.72	1.95	2.06	9	8	10	11
Packard	44,460	46,200	28,800	16,350	1.37	1.15	1.08	.85	16	17	16	18
Peerless	8,020	8,600	4,090	1,260	.26	.21	.15	.07	27	29	32	32
Reo	22,130	17,900	11,640	6,800	.68	.44	.44	.35	21	24	25	24
Studebaker Interests	116,920	94,400	64,400	51,360	3.59	2.35	2.41	2.68	..	..	..	..
Erskine	23,480	8,000	....	....	.72	.20	..	..	20	30	..	..
Pierce-Arrow	5,940	8,700	6,910	4,550	.18	.21	.26	.24	30	28	29	26
Studebaker	87,500	77,700	57,490	46,810	2.69	1.94	2.15	2.44	10	12	9	9
Stutz	2,510	3,100	830	420	.08	.07	.03	.02	33	33	35	33
Willys-Overland	239,450	206,700	66,890	51,650	7.36	5.14	2.52	2.69	..	..	..	..
Whippet	197,910	168,000	19,320	4,390	6.10	4.18	.73	.23	4	4	20	27
Willys	....	....	33,250	38,800	..	..	1.25	2.02	..	..	13	12
Willys-Knight	41,540	38,700	14,320	8,460	1.48	.96	.54	.44	17	19	21	21
All others	33,470	16,700	4,780	1,890	1.03	.41	.18	.10	..	..	..	..
Total	3,249,430	4,015,300	2,670,590	1,919,560	100.00	100.00	100.00	100.00	..	..	..	..

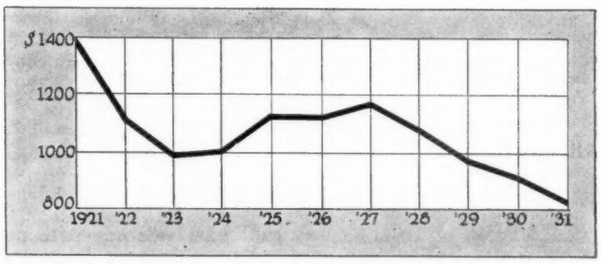
* Prior to 1931, 3.5 per cent has been added to new car registrations to obtain the *Automotive Industries* estimate of sales, because error between factory deliveries and new car registrations to this amount has been found by experience. A change in experience shows the factor should be 0.6 per cent for 1931 and 1.7 per cent for 1930; these percentages, respectively, have been added.

1931 New Passenger Car and Truck Sales by States

STATE	Passenger Cars	Per Cent of Total	Rank of States	Per Cent Loss 1931 Over 1930	Trucks	Per Cent of Total	Rank of States	Per Cent Loss 1931 Over 1930	Total Cars and Trucks
Alabama	15,520	.81	31	40	3,540	1.13	30	43	19,060
Arizona	5,430	.28	45	40	1,300	.41	46	32	6,730
Arkansas	9,760	.51	37	50	2,610	.83	34	25	12,370
California	135,290	7.04	3	28	19,990	6.38	3	26	155,280
Colorado	18,390	.96	29	32	3,890	1.24	28	33	22,280
Connecticut	32,180	1.62	16	24	5,540	1.76	18	7	37,720
Delaware	5,190	.27	46	30	970	.31	48	19	6,160
Dist. of Columbia	23,240	1.21	26	+14	2,200	.70	35	+22	25,440
Florida	25,300	1.32	22	21	5,250	1.67	19	14	30,550
Georgia	25,060	1.30	23	11	4,780	1.52	21	4	29,840
Idaho	5,570	.29	44	47	1,620	.52	41	32	7,190
Illinois	118,670	6.18	4	29	14,820	4.71	5	26	133,490
Indiana	53,270	2.78	11	25	9,030	2.89	11	14	62,300
Iowa	45,530	2.36	14	42	7,900	2.51	13	21	53,430
Kansas	28,450	1.49	18	38	5,550	1.77	17	40	34,000
Kentucky	26,530	1.38	20	25	4,330	1.38	25	19	30,860
Louisiana	17,700	.92	30	34	4,310	1.37	26	8	22,010
Maine	15,350	.80	32	16	4,600	1.46	23	+ 2	19,950
Maryland	29,820	1.55	17	20	4,860	1.55	20	19	34,680
Massachusetts	87,680	4.59	7	17	12,610	4.00	8	8	100,290
Michigan	96,580	5.05	6	32	10,720	3.44	10	32	107,300
Minnesota	46,950	2.45	13	31	7,580	2.41	14	26	54,530
Mississippi	9,600	.50	38	54	2,140	.68	36	61	11,740
Missouri	61,130	3.19	10	30	10,980	3.50	9	26	72,110
Montana	8,090	.42	40	32	1,870	.60	39	28	9,960
Nebraska	25,340	1.32	21	40	4,540	1.45	24	35	29,880
Nevada	2,410	.13	49	32	650	.21	49	+ 3	3,060
New Hampshire	9,990	.52	36	9	2,040	.65	37	11	12,030
New Jersey	83,600	4.37	8	16	13,130	4.17	7	12	96,730
New Mexico	3,940	.21	48	46	1,560	.50	43	22	5,500
New York	234,130	12.21	1	13	32,790	10.45	1	15	266,920
North Carolina	28,260	1.47	19	18	6,820	2.18	15	+ 6	35,080
North Dakota	7,460	.39	41	43	1,440	.46	44	40	8,900
Ohio	112,550	5.86	5	30	14,210	4.53	6	39	126,760
Oklahoma	23,890	1.25	24	56	4,060	1.29	27	50	27,950
Oregon	14,300	.75	34	36	3,100	.99	32	26	17,400
Pennsylvania	151,770	7.86	2	25	23,400	7.45	2	22	175,170
Rhode Island	13,920	.74	35	13	2,030	.65	38	4	15,950
South Carolina	14,410	.75	33	24	2,960	.94	33	20	17,370
South Dakota	9,400	.49	39	50	1,670	.53	40	46	11,070
Tennessee	23,280	1.22	25	39	3,280	1.05	31	35	26,560
Texas	71,570	3.73	9	41	15,740	5.00	4	29	87,310
Utah	5,760	.31	43	44	1,590	.51	42	28	7,350
Vermont	6,600	.34	42	26	1,340	.43	45	20	7,940
Virginia	37,720	1.97	15	17	6,820	2.17	16	23	44,540
Washington	22,180	1.15	27	43	4,640	1.48	22	31	26,820
West Virginia	19,050	.99	28	34	3,550	1.13	29	22	22,600
Wisconsin	47,610	2.48	12	35	8,400	2.68	12	30	56,010
Wyoming	4,140	.22	47	16	1,170	.37	47	1	5,310
Total	1,919,560	100.00		28	313,920	100.00		23	2,233,480

Average Retail Price of Trucks

1921	$1,385	1927	$1,168
1922	1,112	1928	1,041
1923	991	1929	961
1924	1,000	1930	904
1925	1,123	1931	824
1926	1,122		



DATA

World Distribution of Automotive Sales Outlets*

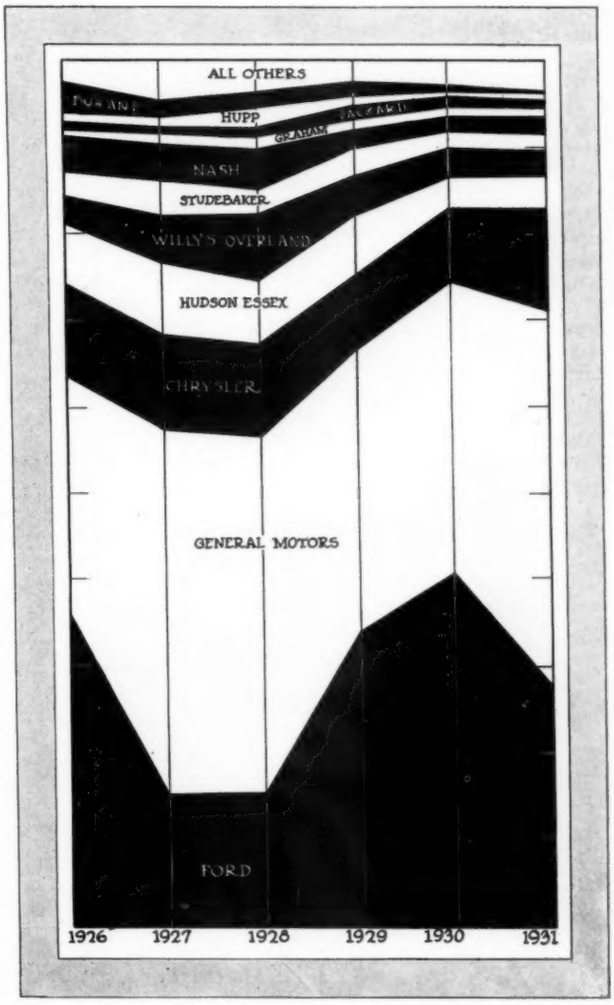
(Excluding United States, Canada, France, Great Britain and Germany)

	Car Dealers and Distributors	Truck Dealers and Distributors	Service Stations	Accessory and Equipment Dealers and Distributors	Total Trade Units Without Duplication
Argentina	2,126	1,337	929	1,581	7,763
Australia	1,243	932	1,190	1,898	3,676
Austria	31	7	18	79	144
Azores	10	6	8	15	18
Belgium	97	27	102	133	308
Bolivia	27	21	39	45	93
Brazil	696	420	264	615	1,378
British East Africa	53	26	55	107	124
British Guiana	9	8	6	25	22
British Honduras	5	7	4	13	18
British West Africa	33	15	12	38	83
British West Indies	75	39	75	141	196
Bulgaria	16	3	1	42	48
Canary Islands	38	22	36	56	94
Ceylon	27	15	17	55	59
Chile	216	118	139	318	598
China	130	196	104	233	338
Chosen	11	5	2	16	30
Colombia	149	114	101	251	461
Costa Rica	24	14	33	63	100
Cuba	280	211	196	399	804
Czechoslovakia	66	18	11	84	178
Danzig	11	4	7	19	24
Denmark	288	182	343	1,355	1,607
Dominican Republic	43	27	25	62	135
Dutch East Indies	176	113	59	331	451
Dutch Guiana	3	1	4	10	7
Dutch West Indies	16	7	7	13	25
Ecuador	47	16	23	98	157
Esthonia	16	4	5	23	48
Finland	72	31	135	214	677
Egypt	63	21	28	134	198
French Indo-China	18	9	6	23	28
French West Indies	14	1	5	15	25
Greece	78	34	36	147	204
Guatemala	50	26	38	83	153
Haiti	12	1	4	53	62
Hawaii	32	25	22	117	125
Holland	100	64	73	171	395
Honduras	22	5	16	28	61
Hungary	46	9	19	57	101
India	337	227	184	751	997
Japan	121	42	63	327	584
Latvia	23	13	11	37	51
Lithuania	9	3	3	9	19
Malaya	57	20	28	148	186
Manchuria	31	21	18	57	67
Mexico	339	181	386	558	1,300
Morocco	26	10	8	10	46
New Zealand	395	188	95	589	1,011
Nicaragua	14	8	12	20	43
Norway	136	87	78	270	375
Palestine	24	6	10	34	56
Panama	23	5	19	55	91
Paraguay	14	11	18	29	45
Persia	18	10	12	35	48
Peru	141	108	122	262	470
Philippine Islands	36	25	17	122	162
Poland	60	32	29	77	121
Porto Rico	68	45	69	205	356
Portugal	131	58	69	221	431
Rumania	36	14	17	71	110
Salvador	29	18	52	73	126
Siam	18	10	11	38	66
South Africa	289	184	375	452	897
Spain	515	284	432	937	1,518
Sweden	298	242	85	146	459
Switzerland	113	10	98	143	250
Syria	37	11	17	71	102
Turkey	34	8	10	64	99
Uruguay	277	148	162	275	832
Venezuela	110	75	78	199	331
Virgin Islands	7	2	2	7	14
Yugoslavia	30	15	12	36	61
Miscellaneous	223	71	112	279	592

* The American Automobile (Overseas Edition)

Per Cent of Total Car Sales by Leading Groups

(See page 293)



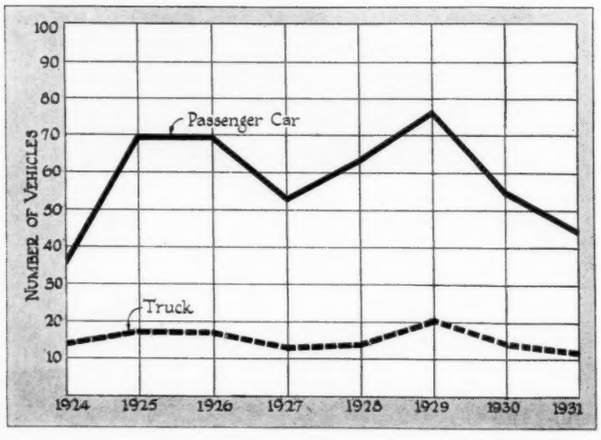
	1926	1927	1928	1929	1930	1931
Ford	36.27	15.25	15.54	33.92	40.70	27.88
General Motors	27.13	42.53	41.34	32.79	34.15	43.28
Chrysler	10.71	10.60	10.65	8.87	8.58	11.98
Hudson-Essex	6.02	8.60	7.20	6.52	3.55	3.23
Willys-Overland	4.32	5.32	7.37	5.14	2.51	2.69
Studebaker	3.03	3.83	3.59	2.35	2.41	2.68
Nash	3.58	4.19	3.87	2.72	1.92	2.06
Graham	.92	.71	1.86	1.57	1.16	1.01
Packard	.87	1.19	1.37	1.15	1.08	.85
Hupmobile	1.15	1.29	1.77	1.14	.93	.91
Durant	2.79	2.17	2.29	1.23	.82	.38
All others	3.21	4.32	3.35	2.60	2.19	3.05
Total	100.00	100.00	100.00	100.00	100.00	100.00

MARKETING

New Truck Sales

Make	Sales (Approx.) 1928	1929	1930	1931	Per Cent of Total 1928	1929	1930	1931	Rank 1928	1929	1930	1931
Autocar	2,300	2,900	2,000	1,800	.67	.55	.49	.57	12	13	14	12
Brockway-Indiana	3,600	4,500	3,800	1,700	1.06	.86	.93	.55	9	10	10	13
Chevrolet	133,800	160,900	118,300	99,700	39.18	30.56	28.78	31.77	1	2	2	2
Diamond T	2,300	3,600	2,900	2,500	.67	.68	.71	.80	11	11	11	11
Dodge	36,600	28,600	15,600	13,500	10.70	5.43	3.80	4.30	3	4	4	4
Fageol	.....	.....	500	300	....	....	.12	.10	..	..	20	18
Fargo	200	3,400	1,300	200	.06	.65	.32	.06	21	12	16	23
Federal	3,100	2,800	2,100	1,500	.91	.53	.51	.48	10	14	13	14
Ford	65,300	223,400	197,100	138,900	19.15	42.41	48.07	44.21	2	1	1	1
G.M.C.	17,500	14,200	9,100	6,900	5.13	2.70	2.22	2.20	5	5	5	5
International	26,200	31,400	23,700	21,100	7.68	5.96	5.78	6.74	4	3	3	3
La France-Republic	700	800	600	500	.20	.15	.15	.16	17	19	19	17
Mack	6,900	6,800	4,900	3,000	2.02	1.29	.1.19	.95	7	7	7	9
Moreland	.....	700	400	100	....	.13	.10	.03	..	20	22	24
Paige	.....	.....	400	300	....	....	.10	.10	..	..	23	20
Pierce-Arrow	500	500	.....	100	.15	.11	....	.03	19	22	..	25
Relay	600	700	500	300	.18	.13	.12	.10	18	21	21	19
Reo	16,300	12,900	6,400	5,200	4.78	2.45	1.56	1.65	6	6	6	6
Rugby	200	1,200	700	200	.06	.23	.17	.06	20	18	18	21
Schacht	.....	300	400	200	....	.06	.12	.06	..	23	24	22
Sterling	1,000	1,600	1,200	700	.29	.30	.29	.22	15	17	17	16
Stewart	2,000	2,200	2,300	1,400	.59	.42	.56	.46	14	15	12	15
Studebaker	1,000	1,700	1,600	3,500	.29	.32	.39	1.11	16	16	15	7
White	6,300	6,100	4,400	2,600	1.85	1.16	1.07	.83	8	9	8	10
Willys-Overland	2,200	6,500	4,300	3,100	.64	1.23	1.05	.99	13	8	9	8
Miscellaneous	12,800	8,900	5,800	4,600	3.74	1.69	1.40	1.47	..	..	..	..
Total	341,400	526,600	410,300	313,900	100%	100%	100%	100%	..	..	..	..

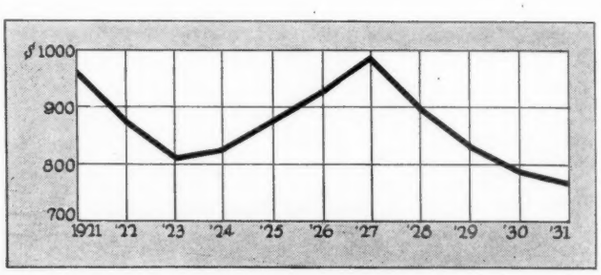
New Motor Vehicle Sales Per Dealer



	Passenger Cars	Trucks
1924	37	13
1925	69	17
1926	69	17
1927	53	12
1928	63	14
1929	75	20
1930	55	14
1931	45	12

Average Retail Price of Passenger Cars

1921	$958	1927	$981
1922	878	1928	899
1923	808	1929	830
1924	824	1930	788
1925	875	1931	765
1926	925		



DATA

Sales Outlets and Population by States

State	Population. (Dept. Com. estimate) July 1, 1931	Wholesale Data		RETAIL DATA								
		No. of Wholesalers*	Repair Shops per Wholesaler	Total Passenger Car Dealers*	Total Truck Dealers*	Exclusive Truck Dealers*	Dealer Service Stations*	Independent Repair Shops*	Retail Accessory Outlets*	All Retail Outlets (Duplications Eliminated)*	Motor Vehicles per Repair Shop	Pass. Car Sales per Dealer
Ala.	2,669,000	50	18	405	258	13	346	539	720	975	279	38
Ariz.	443,000	23	16	175	106	12	157	203	365	392	292	31
Ark.	1,862,000	36	26	365	285	8	334	613	786	990	198	27
Calif.	5,848,000	435	16	1,945	1,215	130	1,740	4,998	5,218	7,603	307	69
Colo.	1,043,000	61	20	532	319	13	515	697	876	1,261	254	35
Conn.	1,624,000	90	14	571	275	27	565	684	986	1,379	285	60
Del.	240,000	8	18	74	37	3	68	73	93	165	391	89
D. C.	491,000	24	91	63	26	12	67	150	102	272	802	31
Fla.	1,506,000	93	12	434	260	18	414	744	948	1,239	280	40
Ga.	2,909,000	61	20	530	404	16	500	697	714	1,259	268	58
Idaho	446,000	31	16	287	171	12	277	225	448	531	222	19
Ill.	7,718,000	288	20	2,606	1,346	80	2,487	3,288	3,974	6,148	283	46
Ind.	3,262,000	155	21	1,397	720	55	1,315	1,883	2,814	3,391	269	38
Iowa	2,476,000	119	26	1,747	1,120	31	1,533	1,567	2,418	3,391	243	26
Kan.	1,889,000	97	25	1,262	905	44	1,152	1,320	1,864	2,693	228	22
Ky.	2,630,000	62	22	662	450	26	626	832	1,160	1,568	443	40
La.	2,125,000	61	13	345	262	12	322	489	682	896	323	51
Me.	800,000	34	25	435	216	11	359	504	312	966	211	35
Md.	1,645,000	59	16	504	239	24	455	471	638	1,008	351	58
Mass.	4,280,000	202	13	1,146	513	57	1,051	1,485	1,389	2,952	331	77
Mich.	4,931,000	180	21	1,868	1,153	53	1,652	2,129	3,480	4,294	325	52
Minn.	2,577,000	94	34	1,684	1,142	38	1,514	1,653	2,882	3,475	229	28
Miss.	2,026,000	30	26	436	327	10	399	390	816	910	294	22
Mo.	3,646,000	150	21	1,257	448	57	1,195	1,927	1,689	3,373	241	49
Mont.	537,606	34	22	403	265	16	371	379	618	820	169	20
Neb.	1,384,000	69	26	1,142	785	19	1,009	801	1,418	2,027	230	22
Nev.	92,000	4	41	111	75	1	102	61	143	190	195	22
N. H.	467,000	24	23	267	129	7	247	296	287	577	205	37
N. J.	4,109,000	157	21	1,226	633	88	1,221	2,076	2,149	3,795	262	69
N. M.	428,000	9	38	157	112	2	150	194	348	347	220	25
N. Y.	12,756,000	544	15	3,341	1,806	228	3,051	5,360	4,590	9,648	276	70
N. C.	3,217,000	71	22	600	423	21	595	937	1,182	1,574	282	47
N. D.	683,000	18	57	664	473	23	576	449	965	1,191	167	11
Ohio	6,714,000	331	18	2,488	1,457	126	2,423	3,392	4,888	6,467	304	45
Okla.	2,424,000	76	23	739	553	22	735	984	1,338	1,856	319	32
Ore.	967,000	84	17	463	291	11	427	1,024	1,130	1,615	194	32
Pa.	9,700,000	375	18	3,458	1,738	177	3,337	3,391	5,190	7,419	259	44
R. I.	694,000	36	14	217	105	16	187	300	379	554	284	64
S. C.	1,743,000	39	20	307	229	5	299	488	542	834	263	47
S. D.	697,000	24	45	524	373	24	496	585	927	1,159	185	18
Tenn.	2,638,000	66	19	488	335	37	417	813	1,019	1,307	290	48
Tex.	5,913,000	210	24	1,725	1,171	54	1,592	3,436	3,371	5,090	258	41
Utah	512,000	29	17	198	111	11	184	301	427	555	224	29
Vt.	360,000	19	28	202	137	5	192	339	175	592	158	33
Va.	2,430,000	64	29	742	475	37	716	1,120	1,468	1,975	210	51
Wash.	1,579,000	131	17	738	416	40	668	1,609	1,673	2,381	189	30
W. Va.	1,749,000	67	20	604	358	28	560	765	1,218	1,495	194	31
Wis.	2,962,000	119	25	1,961	1,177	60	1,755	1,224	2,881	3,291	255	24
Wyo.	228,000	8	44	213	128	4	195	160	339	389	175	19
U. S. Total	124,070,000	5,051	20	43,708	25,952	1,824	40,548	58,045	74,039	108,147	265	44

*Chilton Trade List.

EXPORTS—

Imports of Motor Vehicles Into United States

	No.	Value
1918	105	$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,285
1923	853	884,125
1924	604	841,524
1925	678	1,079,560
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140
1930	709	875,146
1931	736	769,033

Total Foreign Consumption of Motor Vehicles of U. S. Design

Year	U. S. Exports Inc. For Assem.	Canadian Production	Total Foreign Consumption
1914	27,574		27,574
1915	67,373		67,373
1916	85,364		85,364
1917	85,092	93,810	178,902
1918	51,260	82,408	133,668
1919	56,389	87,835	144,224
1920	177,297	94,144	271,441
1921	60,739	66,246	126,933
1922	125,880	102,053	227,980
1923	240,091	146,438	386,529
1924	293,115	135,246	428,361
1925	428,564	161,389	589,953
1926	393,600	204,727	598,327
1927	462,880	178,427	641,307
1928	582,764	242,382	825,146
1929	734,211	263,295	997,506
1930	405,715	154,192	559,907
1931	241,939	82,621	324,560

Exports of American Automotive Products During 1931

Classification	1930 Number	1930 Value	1931 Number	1931 Value
PASSENGER CARS AND CHASSIS:[1,2]				
Class:				
Group A—low-price range up to $1,000	111,455	$55,545,265	....	....
Group B — medium price range $1,000 to $2,000	36,292	37,733,362	....	....
Not over $850	....	....	66,142	$31,735,370
Over $850, not over $1,200	....	....	9,986	9,581,962
Over $1,200, not over $2,000	....	....	2,787	3,999,954
Over $2,000	5,322	12,700,918	1,515	3,836,396
Total	153,069	$105,979,545	80,430	$49,153,682
MOTOR TRUCKS, BUSES AND CHASSIS:[1,2]				
Class:				
Up to 1 ton	35,374	17,844,705	....	....
Over 1 to 2½ tons	44,880	29,116,596	....	....
Under 1 ton	....	....	7,768	2,683,361
1 ton and not over 1½ tons	....	....	34,997	15,273,000
Over 1½ tons and not over 2½ tons	....	....	3,611	4,173,505
Over 2½ tons	4,258	8,894,090	1,375	2,449,468
Bus chassis	....	....	176	398,540
Total	84,512	$55,855,391	47,927	$24,977,874
Secondhand passenger cars	[3]	[3]	2,027	853,378
Secondhand trucks and buses	[3]	[3] [5]	321	123,285
Electric trucks and passenger cars	34	62,066	[4]	[4]
Automobile engines:				
For passenger cars	41,106	3,990,870	18,958	1,515,839
For trucks and buses	19,489	1,635,047	6,034	854,143
Total	60,595	5,625,917	24,992	2,369,982
Parts of motor vehicles, except tires:				
Parts for assembly	....	61,259,726	....	39,962,714
Parts for replacement, n.e.s.	....	42,329,764	....	25,548,126
Auto and truck springs	....	770,121	....	487,512
Spark plugs	6,356,428	1,701,938	5,900,049	1,431,587
Other starting, lighting and ignition equipment	....	1,363,720	....	671,157
Asbestos brake lining	[6]6,716,521	1,372,068	....	....
Molded and semi-molded	....	[3]	....	419,763
Not molded	[3]	[3]	[6]3,791,500	720,360
Accessories:				
Shock absorbers and stabilizers	245,302	451,686	214,051	326,077
Bumpers	15,932	61,771	21,147	57,179
Horns, hand and electric	116,374	266,509	96,909	199,149
Accessories, n.e.s.	....	4,762,901	....	2,633,897
Service appliances:				
Tire service equipment	....	573,459	....	317,071
Pumps for gasoline and oil	66,937	2,180,118	34,827	954,699
Complete battery chargers under 15 amp.	14,360	149,344	4,329	53,672
Batteries, 6-volt storage	262,958	1,814,567	242,126	1,465,949
Auto service appliances, n.e.s.	....	3,126,162	....	2,446,588
Portable electric tools	21,562	1,206,061	14,780	784,807
Automotive wrenches	....	263,777	....	172,912
Automotive polishes	[6]1,435,116	365,870	[6]1,098,328	298,768
Automotive fire engines	17	45,291	17	94,862
Trailers	1,322	648,359	593	208,155
Motorcycles	10,262	2,410,412	5,469	1,302,426
Cycle parts and accessories, except tires	....	955,155	....	566,629
Motor boats with engines installed	497	819,450	205	415,547
Internal combustion service engines except Diesel:				
Detachable motor (outboard)	7,241	1,057,842	166	419,041
Other	2,142	1,171,058	1,342	1,313,991
Total	....	$131,129,129	....	$83,272,632
Grand total	....	$298,652,048	....	$160,750,833

[1] 1931 figures do not include used cars.
[2] Includes electric, starting Jan. 1, 1931.
[3] Not separately stated prior to Jan. 1, 1931.
[4] Included with passenger cars, trucks and buses.
[5] Linear feet.
[6] Pounds.

STATISTICAL ISSUE

AMERICAN PASSENGER CAR EXPORTS

Passenger Cars and Chassis

COUNTRIES	7907 Not over $850		7908 $851 - $1200		7909 $1201 - $2000		7910 Over $2000		Total 1931		Total 1930		Total 1929	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe														
Austria	27	19,907	26	26,618	6	7,692	9	20,700	68	74,917	171	232,896	125	116,316
Azores and Madeira Islands	9	5,609			1	1,310			9	6,919	98	93,883	81	58,786
Belgium	9,033	3,995,481	903	869,049	249	342,098	156	376,493	10,341	5,583,121	15,360	9,626,883	10,913	12,655,913
Bulgaria	3	2,007	2	1,798					5	3,805	15	9,412	353	210,724
Czechoslovakia	69	41,156	34	32,062	17	26,613	11	22,500	131	122,331	461	416,225	318	296,974
Denmark	5,795	2,306,012	247	235,419	79	117,496	32	88,528	6,153	2,747,455	8,780	4,242,033	7,659	4,454,176
Estonia	9	5,799	2	1,983					11	7,782	38	31,260		
Finland	38	24,540	17	16,095	12	17,486	7	18,858	74	76,979	244	238,787	180	946,699
France	216	143,561	180	190,731	88	133,027	83	242,990	567	710,309	1,598	1,872,545	4,494	4,210,580
Germany	1,184	529,024	121	117,284	45	69,979	92	247,292	1,442	963,579	4,695	3,560,362	8,093	6,843,012
Greece	315	176,969	79	78,308	15	22,853	11	26,951	420	305,081	510	412,246	1,917	1,217,082
Hungary	30	16,398	8	8,515	1	1,077	1	2,027	40	28,017	36	43,921	446	397,371
Iceland	29	20,313	5	4,771	4	6,757	2	4,220	40	36,061	76	60,587	115	94,671
Irish Free State	67	44,007	7	5,627	1	1,112			75	50,746	129	80,756	94	89,830
Italy	33	16,648	21	23,248			6	15,623	60	55,519	597	446,043	1,302	1,175,539
Latvia	15	9,754	1	1,183	4	6,374	1	1,940	21	19,251	95	102,647	132	95,509
Lithuania	11	6,802	3	2,872	1	1,222			15	10,896	21	15,059	11	6,801
Malta, Gozo and Cyprus	38	19,902	4	3,748	2	2,906			44	26,556	84	58,062	108	73,774
Netherlands	1,739	1,026,280	587	588,735	108	151,068	57	142,335	2,491	1,908,418	3,711	3,043,351	3,776	3,626,268
Norway	364	240,335	163	156,013	48	67,555	10	24,787	585	488,690	1,040	926,380	1,395	1,211,777
Poland and Danzig	15	10,204	3	3,235			2	4,524	20	17,963	279	247,186	1,194	902,354
Portugal	117	67,586	68	65,230	10	15,750	9	21,578	204	170,144	812	785,463	1,671	1,458,959
Rumania	181	117,918	46	43,706	9	13,581	7	14,958	243	190,163	497	413,274	2,681	1,607,634
Soviet Russia in Europe	164	77,585	8	8,189	11	16,723	8	22,093	191	124,590	1,114	865,210	2,730	1,345,472
Spain	278	160,795	115	115,172	59	88,554	35	85,015	487	449,536	2,825	2,425,767	7,264	7,010,653
Sweden	5,423	2,651,084	827	793,469	302	432,416	81	191,461	6,633	4,068,430	7,422	5,108,420	12,092	8,028,734
Switzerland	863	547,242	462	457,541	107	153,845	78	168,214	1,510	1,326,842	1,733	1,653,360	2,228	2,092,976
United Kingdom	911	471,587	266	262,496	91	127,639	60	155,190	1,328	1,016,912	5,184	3,536,912	9,422	6,163,103
Yugoslavia and Albania	91	54,594	45	45,076	13	18,184	12	26,724	161	144,578	256	236,553	265	202,045
North America														
Canada	4,111	2,496,548	1,602	1,437,628	217	324,560	187	518,415	6,117	4,777,151	18,357	15,006,200	42,048	33,353,924
Central America:														
British Honduras	5	2,558							5	2,558	17	9,211	19	14,437
Costa Rica	10	6,219	13	11,561	8	11,070			31	28,850	46	40,653	176	180,361
Guatemala	127	71,533	40	36,658	3	4,469	3	5,984	173	118,644	121	103,099	367	309,308
Honduras	40	22,932	10	8,821			1	2,500	51	34,253	151	113,407	207	129,630
Nicaragua	4	2,235	1	939	2	2,365			7	5,539	75	64,831	106	102,834
Panama	1,039	486,148	61	59,322	24	33,706	6	11,902	1,130	591,078	2,443	1,203,358	3,398	1,936,096
Salvador	58	35,315	5	4,613	2	3,058			65	42,986	78	79,365	244	282,534
Mexico	1,245	691,827	177	174,667	108	156,678	56	147,863	1,586	1,171,035	8,696	6,080,192	13,676	8,004,601
Miquelon and St. Pierre Is.	47	28,379			3	3,679			50	32,058	4	2,333		
Newfoundland and Labrador	244	142,881	29	25,828	2	2,986			275	171,695	330	226,607	420	296,479
West Indies and Bermuda:														
Bermudas			2	1,800					2	1,800	1	512		
Barbados	32	15,653							32	15,653	31	23,284	59	27,398
Jamaica	209	109,759	22	21,089	5	6,903	2	5,539	238	143,290	697	398,818	771	468,122
Trinidad and Tobago	37	21,911	5	4,144	2	3,139			44	29,194	103	79,527	146	122,640
Other British West Indies	37	18,106	8	7,885			1	2,500	46	28,491	174	90,545	312	144,925
Cuba	692	346,865	80	78,277	19	28,014	33	94,974	824	548,130	3,378	2,225,141	6,013	3,987,270
Dominican Republic	96	44,042	4	3,645	3	5,092	4	9,230	107	62,009	285	170,430	639	408,236
Dutch West Indies	54	25,177	5	5,461	1	1,251			60	31,889	272	176,586	392	287,772
French West Indies	99	49,031	8	7,284	1	1,260			108	57,575	230	125,503	144	91,465
Haiti, Republic of	136	60,777	1	853	2	2,607	1	2,506	140	66,743	214	129,157	234	178,497
Virgin Islands of U. S.	10	6,092	1	887	1	1,170			12	8,149	33	19,079	65	41,814
South America														
Argentina	3,932	1,637,146	507	509,318	166	222,378	71	186,078	4,676	2,554,920	15,006	9,635,435	39,158	25,838,695
Bolivia	17	9,831	5	5,112	7	10,682	1	2,500	30	28,125	46	46,618	236	144,612
Brazil	878	338,452	42	40,171	10	13,543	12	29,005	942	421,171	649	616,784	17,250	9,296,979
Chila	176	110,284	88	88,891	31	45,310	8	18,282	303	262,767	1,696	1,557,661	5,503	4,618,037
Colombia	77	47,934	18	17,521	13	18,807	8	19,176	116	103,438	248	279,962	1,441	1,585,287
Ecuador	17	9,959	3	3,040	3	4,684	1	2,089	24	19,772	94	97,052	213	152,729
British Guiana	8	3,160							8	3,160	11	9,927	17	15,023
Dutch Guiana	9	3,890	1	1,010					10	4,900	24	13,865		
French Guiana	1	390							1	390	16	13,655		
Paraguay	29	13,884			1	1,538			30	15,422	71	44,140	138	82,968
Peru	90	51,607	10	9,039	7	10,273	2	4,220	109	75,139	406	343,120	1,948	1,376,505
Uruguay	991	451,419	66	61,636	17	25,893	4	8,731	1,078	547,679	3,355	1,658,072	7,520	4,428,394
Venezuela	1,360	631,714	113	111,615	52	75,702	74	195,500	1,599	1,014,531	2,727	1,887,974	3,445	2,744,225
Asia														
Aden	10	5,258	1	1,031					11	6,289	8	5,582	37	24,620
Arabia	34	19,000	2	2,400	4	6,089	2	3,190	42	30,679	171	104,135	357	191,545
British East Indies:														
British India	3,224	1,497,869	285	270,055	93	137,981	42	105,642	3,644	2,011,547	4,132	2,669,251	10,722	6,360,136
British Malaya	44	28,952	33	30,202	1	1,193			78	60,347	360	313,897	881	628,971
Ceylon	12	6,271	2	2,101					14	8,372	134	102,759	429	355,186
China	653	365,151	158	155,228	38	54,201	9	22,552	858	597,132	571	448,491	1,396	1,029,736
Java and Madura	1,653	740,031	214	207,912	73	102,811	40	86,876	1,980	1,137,630	2,281	1,491,775	8,781	4,793,718
Other Dutch East Indies	89	51,850	17	18,081	8	12,492	2	3,350	116	85,773	362	330,533	1,030	738,141
French Indo-China	61	28,601	1	855					62	29,456	96	52,972	535	271,608
Hong Kong	137	85,180	57	58,599	16	22,546			210	166,325	122	118,838	251	209,323
Iraq	63	30,881	4	4,659	1	1,202			68	36,742	123	79,088	(incl.	with Arabia)
Japan	4,945	2,031,455	327	298,256	127	186,793	74	171,939	5,473	2,688,443	4,600	2,718,611	5,408	3,892,192
Kwantung	24	15,705	13	12,435	2	2,897	3	4,801	42	35,838	96	75,756	277	179,194
Palestine	126	70,255	14	12,683	5	6,927	1	2,180	146	92,045	161	134,168	1,361	1,955,203
Persia	12	5,973	1	1,200	3	4,856			16	12,029	304	153,477	975	470,829
Philippine Islands	1,795	978,716	263	263,901	73	110,030	35	83,822	2,166	1,436,469	2,879	2,020,246	3,240	2,381,495
Siam	39	27,649	19	17,319	3	3,782	1	9,845	62	58,595	152	134,502	184	139,470
Syria	415	238,606	52	50,478	9	13,146			476	302,230	365	274,997	(incl. wi	th Palestine)
Turkey	61	36,462	24	22,306	4	5,883	5	17,150	94	81,801	1,732	754,875	905	542,468
Other Asia	6	2,435			3	4,559			9	6,994				
Oceania														
Australia	1,084	298,331	6	4,799	2	2,821			1,092	305,951	3,866	1,941,840	33,802	18,867,575
British Oceania	1	737	1	1,162					2	1,899	13	12,160	50	40,798
French Oceania	7	4,115			1	1,600			8	5,715	21	13,742	62	49,672
New Zealand	216	96,382	6	5,763	15	24,283			238	126,428	2,450	1,832,486	7,512	5,901,431

AMERICAN CAR EXPORTS*

Passenger Cars and Chassis

COUNTRIES	7907 Not over $850		7908 $851 - $1200		7909 $1201 - $2000		7910 Over $2000		Total 1931		Total 1930		Total 1929	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Africa														
Ethiopia	15	6,262	2	1,701					17	7,963	19	8,958		
Belgian Congo	67	33,511	6	5,108					73	38,619	76	47,278	115	81,157
British East Africa	199	94,375	2	1,926	1	1,306			202	97,607	222	177,614	508	423,687
Union of South Africa	6,566	3,262,342	971	909,557	241	320,041	31	71,722	7,809	4,563,662	7,496	4,958,728	21,345	14,420,435
Other British South Africa	67	42,935	13	12,379	2	3,365			82	58,679	88	67,562		
Gold Coast	52	27,072	10	10,715	2	2,583			64	40,370	57	39,613		
Nigeria	17	7,781	2	2,338					19	10,119	52	32,161		
Other British West Africa	7	3,659							7	3,659	1	438	379	270,321
Egypt	681	350,761	141	137,895	32	45,804	12	29,906	866	564,366	1,231	903,619	3,060	2,620,773
French Africa:														
Algeria and Tunisia	40	25,942	19	19,465	1	1,248	5	10,562	65	57,217	79	66,148	187	141,276
Madagascar	10	5,068							10	5,068	3	1,509		
Other French Africa	29	14,854			3	4,242			32	19,096	162	110,078	233	137,557
Italian Africa	1	324							1	324	14	5,705		
Liberia	2	1,454							2	1,454	1	359	24	17,133
Morocco	439	244,664	79	82,512	9	15,286	4	8,505	531	350,967	319	255,686	1,072	758,199
Mozambique	41	24,910	3	2,631	1	1,521			45	29,062	88	66,849	242	195,023
Other Portuguese Africa	16	8,498	5	4,800	3	4,111			24	17,409	60	41,825	293	165,277
Canary Islands	185	103,866	53	49,867	17	28,458	3	10,339	258	192,530	123	114,453	170	152,346
Other Spanish Africa	13	8,470	3	2,755	1	1,763	1	2,020	18	15,008	20	17,242		
Other Africa													167	130,942
TOTAL	66,142	31,735,370	9,986	9,851,962	2,787	3,999,954	1,515	3,836,396	80,430	49,153,682	153,088	106,075,187		
Shipments to non-contiguous territories:														
Hawaii	4,125	2,387,239	292	263,198	84	130,504	33	91,588	4,534	2,872,529	4,303	2,583,639	5,454	3,760,371
Porto Rico	1,323	635,426	90	88,162	48	74,816	12	26,970	1,473	825,374	1,690	1,109,716	1,733	1,289,435
Alaska									254	196,358	383	317,436		
GRAND TOTAL	71,590	34,758,035	10,368	9,933,322	2,919	4,205,274	1,560	3,954,954	86,691	53,047,943	159,464	110,355,978	30,443	234,284,245

* Department of Commerce, Automotive Division.
Gibraltar, 6—$12,483 } included in 1930
Soviet Russia in Asia, 6—$5,045 } but not shown separately.

Foreign Sales of American Motor Vehicles

	Passenger Cars			Trucks			
	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Cars	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Trucks	Total Motor Vehicles
1921	48,478	61,098	109,576	12,179	5,148	17,327	126,903
1922	104,999	94,904	199,903	22,073	7,149	29,222	229,125
1923	186,448	129,228	315,676	48,629	17,210	65,839	381,515
1924	227,726	117,765	345,491	65,400	17,481	82,881	428,372
1925	321,893	135,573	457,466	106,774	26,397	133,171	590,637
1926	294,119	164,856	458,975	98,774	39,871	138,645	597,620
1927	332,036	146,827	478,863	134,348	32,227	166,575	645,438
1928	418,900	196,741	615,641	163,831	45,641	209,472	825,113
1929	451,095	207,498	658,593	282,721	55,797	338,518	997,111
1930	247,764	125,442	373,206	157,951	28,750	186,701	559,907
1931	134,304	65,093	199,397	107,635	17,528	125,163	324,560

Ratio of U. S. Exports to U. S. Production

	Per Cent Exported								
	1923	1924	1925	1926	1927	1928	1929	1930	1931
Passenger cars	3.4	4.6	6.4	6.2	9.5	9.6	7.4	5.7	4.4
Trucks	6.6	7.1	11.8	13.6	23.6	26.1	26.1	15.0	11.9

AMERICAN TRUCK EXPORTS

Motor Trucks, Buses and Chassis

COUNTRIES	7901 Under 1 Ton		7902 1 Ton and not over 1½ Tons		7903 Over 1½ and not over 2½ Tons		7904 Over 2½ Tons		Total 1931		Total 1930		Total 1929	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe														
Austria	2	1,096	73	40,676	4	3,478	.....	.....	79	45,250	66	47,263	68	24,688
Azores and Madeira Islands	.....	.....	13	6,960	3	1,645	.....	.....	16	8,605	35	21,763	74	41,437
Belgium	857	253,679	5,854	1,998,072	234	245,984	170	212,128	7,154	2,762,933	7,055	3,235,743	12,970	5,144,631
Bulgaria	.....	.....	4	2,571	1	888	.....	.....	5	3,459	37	21,327	.....	.....
Czechoslovakia	16	9,265	28	22,304	13	14,980	.....	.....	58	48,074	92	60,349	73	48,708
Denmark	910	253,700	2,876	986,291	113	108,068	85	110,675	4,002	1,485,427	4,787	2,112,990	4,802	1,974,985
Estonia	5	2,918	25	14,827	.....	.....	6	11,606	36	29,351	116	119,298	.....	.....
Finland	1	644	50	48,068	20	21,904	1	2,486	72	73,102	230	214,987	418	414,537
France	12	7,135	572	196,347	14	14,433	4	7,344	602	225,259	1,492	700,795	3,227	1,565,776
Germany	252	59,358	896	283,949	10	10,920	4	5,438	1,162	359,665	1,009	668,205	833	568,609
Greece	85	33,297	452	237,434	102	130,079	20	36,691	670	454,551	501	314,640	1,199	725,182
Hungary	.....	.....	.....	.....	1	1,302	.....	.....	1	1,302	17	13,817	72	51,472
Iceland	.....	.....	39	19,487	10	7,001	.....	.....	49	26,488	78	43,371	79	46,502
Irish Free State	17	8,187	17	8,575	.....	.....	2	3,299	36	20,061	80	35,616	19	18,321
Italy	2	1,372	30	15,583	14	6,658	.....	.....	46	23,613	135	67,304	327	169,537
Latvia	2	1,160	21	19,833	16	22,796	5	8,404	44	52,193	157	166,313	99	107,554
Lithuania	.....	.....	19	13,692	7	7,385	3	2,605	29	23,682	25	19,018	.....	.....
Malta, Gozo and Cyprus Is.	1	432	67	38,200	9	6,131	.....	.....	77	44,763	99	50,543	54	26,099
Netherlands	62	31,072	490	280,493	125	129,164	39	52,520	722	502,012	1,446	884,380	476	417,147
Norway	19	9,418	185	124,122	83	85,939	24	29,058	315	255,062	525	454,701	585	673,214
Poland and Danzig	.....	.....	1	754	8	12,932	1	4,403	10	18,089	413	205,228	1,427	1,038,714
Portugal	8	4,229	134	74,442	24	23,273	16	28,941	184	133,933	443	455,262	1,103	795,057
Rumania	.....	.....	18	14,095	22	29,454	2	9,044	42	52,593	185	148,554	1,733	1,193,103
Soviet Russia in Europe	1,001	397,545	25	18,707	181	586,668	22	101,184	1,229	1,104,104	1,864	1,434,544	1,824	1,003,551
Spain	140	71,377	1,548	909,852	262	262,669	213	316,681	2,166	1,564,594	3,322	3,029,749	6,131	4,101,265
Sweden	623	202,972	2,701	1,118,501	305	307,455	118	137,833	3,774	1,802,609	4,524	2,342,524	7,063	3,255,892
Switzerland	13	7,960	71	53,474	26	25,200	12	24,875	122	111,509	234	197,793	178	142,307
United Kingdom	435	160,393	810	368,685	94	89,338	24	35,696	1,365	658,736	2,996	1,454,705	17,555	6,249,262
Yugoslavia and Albania	4	3,179	53	29,731	25	16,541	2	1,879	84	51,330	111	84,177	137	81,199
North America														
Canada	79	42,968	590	454,346	328	555,727	168	512,411	1,182	1,704,919	3,878	5,466,414	5,694	7,958,223
Central America:														
British Honduras	1	733	.....	.....	.....	.....	.....	.....	1	733	2	1,150	7	4,224
Guatemala	.....	.....	40	21,111	17	16,801	1	2,088	58	40,000	79	97,009	140	158,648
Honduras	6	3,098	20	12,440	12	13,386	1	1,958	39	30,882	82	69,610	131	166,344
Nicaragua	1	700	.....	.....	1	1,052	1	3,664	3	5,416	61	138,234	40	50,980
Panama	17	7,960	437	218,376	74	40,488	3	14,223	531	281,047	1,633	796,562	1,444	770,192
Salvador	10	4,612	9	4,861	3	10,024	.....	.....	22	19,497	17	16,675	34	54,865
Mexico	118	62,251	587	352,819	199	232,335	38	115,795	947	771,757	3,558	2,687,917	3,796	2,848,424
Newfoundland and Labrador	16	5,918	44	33,776	1	1,429	1	1,121	62	42,244	59	31,305	6	2,015
West Indies and Bermuda:														
Bermudas	.....	.....	2	1,653	.....	.....	1	5,232	3	6,885	11	16,293	306	249,005
Barbados	.....	.....	3	1,809	4	1,815	.....	.....	7	3,624	11	6,391	.....	.....
Jamaica	2	1,162	108	64,594	6	4,965	.....	.....	121	74,773	310	229,370	350	230,054
Trinidad and Tobago	6	2,971	33	20,817	1	986	1	4,500	41	29,274	69	46,520	114	67,768
Other British West Indies	.....	.....	18	10,647	.....	.....	.....	.....	18	10,647	57	35,240	78	44,789
Cuba	66	28,478	679	316,758	67	52,205	17	34,721	829	432,162	2,333	1,277,111	2,590	1,616,687
Dominican Republic	2	1,034	45	19,961	1	1,956	.....	.....	48	22,951	77	54,588	196	124,778
Dutch West Indies	12	6,069	1	720	.....	.....	1	6,122	15	16,588	178	147,708	.....	.....
French West Indies	.....	.....	63	29,463	.....	.....	.....	.....	63	29,463	117	58,856	105	51,685
Haiti, Republic of	4	2,526	41	19,948	2	1,120	.....	.....	47	23,594	115	66,804	67	62,806
Virgin Islands of U. S.	.....	.....	4	2,032	.....	.....	.....	.....	4	2,032	3	1,253	8	4,760
South America														
Argentina	84	19,788	1,016	437,650	44	53,640	28	99,352	1,185	647,028	6,567	5,945,331	19,915	13,648,276
Bolivia	.....	.....	52	26,671	.....	.....	1	2,197	53	28,868	52	59,481	224	240,035
Brazil	12	3,033	245	100,054	3	6,997	6	14,226	266	124,310	575	531,891	18,857	8,021,749
Chile	2	1,430	59	44,670	26	36,167	8	11,882	96	96,102	910	939,408	2,378	2,377,110
Colombia	12	5,304	76	41,855	4	5,763	9	13,407	105	71,473	148	155,459	912	1,136,176
Ecuador	4	1,667	52	32,341	6	3,012	1	1,750	63	38,770	116	83,343	199	169,990
British Guiana	.....	.....	4	2,924	.....	.....	.....	.....	4	2,924	4	3,652	.....	.....
Dutch Guiana	.....	.....	3	2,055	3	2,140	.....	.....	6	4,195	6	2,845	.....	.....
French Guiana	.....	.....	2	923	.....	.....	.....	.....	2	923	6	2,803	.....	.....
Paraguay	.....	.....	74	34,181	.....	.....	1	1,571	75	35,752	132	63,784	129	79,283
Peru	16	8,322	183	96,440	16	12,445	3	2,997	218	120,204	161	120,569	1,242	764,303
Uruguay	36	15,455	384	146,937	71	34,319	13	28,862	510	235,426	1,220	686,975	3,478	2,002,696
Venezuela	132	55,456	1,054	537,140	26	23,834	5	8,830	1,218	626,591	1,794	1,266,798	1,607	1,308,302
Asia														
Aden	.....	.....	.....	.....	1	523	.....	.....	1	523	4	1,803	41	16,697
Arabia	12	6,048	9	3,731	.....	.....	.....	.....	21	9,779	115	57,746	200	195,630
British East Indies:														
British India	618	203,147	2,728	1,087,263	153	58,825	4	6,009	3,503	1,355,244	6,343	2,910,160	8,304	3,798,039
British Malaya	.....	.....	20	11,494	.....	.....	.....	.....	20	11,494	135	78,377	296	218,212
Ceylon	5	2,885	16	12,403	.....	.....	3	4,834	24	20,122	96	97,270	457	525,419
China	25	11,753	357	184,322	99	95,227	19	22,939	500	314,241	750	586,921	1,566	1,461,467
Java and Madura	229	65,602	698	280,766	71	65,388	21	19,450	1,020	432,272	1,329	684,045	5,871	2,705,870
Other Dutch East Indies	14	4,480	40	22,481	8	6,357	1	1,453	63	34,771	208	135,399	360	275,181
French Indo-China	.....	.....	10	4,119	6	2,660	.....	.....	16	6,779	40	21,185	219	98,627
Hong Kong	4	2,356	82	49,003	25	16,733	.....	.....	111	68,092	162	116,510	123	94,800
Iraq	13	5,610	83	61,305	12	12,058	16	23,364	124	102,337	193	111,654	(incl.	in Arabia)
Japan	1,061	338,799	3,049	1,162,666	137	111,564	33	38,341	4,284	1,660,926	2,304	1,476,101	3,477	2,226,265
Kwantung	12	5,909	26	18,154	12	12,028	2	3,180	52	39,271	161	162,729	251	245,421
Palestine	28	12,234	127	72,860	41	40,925	.....	.....	196	126,019	345	278,392	816	671,308
Persia	.....	.....	56	52,413	9	11,031	22	25,522	88	89,366	69	77,726	851	519,604
Philippine Islands	35	21,799	1,427	728,818	43	56,456	13	24,111	1,518	831,184	2,033	1,317,381	3,532	2,273,897
Siam	7	2,963	17	12,416	12	8,190	.....	.....	36	23,569	93	60,660	196	156,997
Soviet Russia in Asia	.....	.....	6	5,585	.....	.....	4	15,439	10	21,024	103	135,145	34	36,354
Syria	15	5,943	259	166,756	61	80,833	72	111,318	408	367,099	366	334,049	incl. in	Palestine)
Turkey	14	5,242	124	56,064	4	2,616	.....	.....	142	63,922	1,557	617,230	1,367	771,066
Other Asia	4	1,649	24	9,386	.....	.....	.....	.....	28	11,035	.....	.....	.....	.....
Oceania														
Australia	42	19,131	76	37,870	10	6,585	2	1,860	131	67,671	6,943	3,188,928	27,198	12,397,683
British Oceania	.....	.....	2	1,490	.....	.....	.....	.....	2	1,490	8	6,545	23	15,058
French Oceania	.....	.....	.....	.....	1	1,309	1	990	2	2,299	2	1,441	13	8,010
New Zealand	24	5,604	133	71,050	25	25,463	3	4,789	185	106,906	886	776,852	3,134	1,974,637

STATISTICAL ISSUE

AMERICAN TRUCK EXPORTS*—Continued

COUNTRIES	7901 Under 1 Ton		7902 1 Ton and not over 1½ Tons		7903 Over 1½ and not over 2½ Tons		7904 Over 2½ Tons		Total 1931		Total 1930		Total 1929	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Africa														
Ethiopia			8	3,646					8	3,646	12	6,980		
Belgian Congo			158	74,290	16	14,632	1	2,593	175	91,515	79	50,585	247	153,109
British East Africa	25	12,536	68	38,260					93	50,796	344	294,110	315	274,345
Union of South Africa	158	55,034	748	295,217	89	132,515	39	49,101	1,036	543,118	1,561	1,213,407	5,607	2,840,179
Other British South Africa	2	653	11	5,557					13	6,210	32	24,938		
Gold Coast	262	70,792	146	59,866	6	7,056			414	137,714	203	190,373		
Nigeria			34	14,504	6	8,655			40	23,159	232	196,485		
Other British West Africa			8	3,746					8	3,746	15	700,313	99	77,279
Egypt	24	7,072	706	286,847	52	46,679	13	15,126	795	355,724	677	331,552	2,088	942,698
French Africa:														
Algeria and Tunisia	4	2,566	13	8,767			2	2,367	19	13,700	20	17,644	96	76,568
Madagascar			2	1,093					2	1,093	2	1,100		
Other French Africa			69	35,551			3	6,010	72	41,561	178	123,422	374	198,741
Italian Africa			17	8,948					17	8,948	21	9,565		
Morocco	2	669	385	143,223	14	15,264	10	19,363	411	178,519	161	94,861	860	533,436
Mozambique			1	1,165			2	2,472	3	3,637	54	107,655	134	138,786
Other Portuguese Africa			24	11,862	7	4,993			31	16,855	63	28,712	217	119,570
Canary Islands	24	11,562	201	115,853	45	39,616	8	19,138	278	186,169	159	120,194	187	142,040
Other Spanish Africa			29	16,493	5	4,433			34	20,926	48	37,424	27	21,080
TOTAL	7,768	2,683,361	34,997	15,273,000	3,611	4,173,505	1,375	2,449,468	47,927	24,977,874	84,542	55,821,343	196,758	111,525,125
Shipments to non-contiguous territories:														
Hawaii	228	100,852	513	340,219	108	135,994	75	251,781	929	860,586	415	511,400	547	666,095
Porto Rico	85	38,851	405	246,011	49	53,570	19	32,350	559	372,515	589	422,220	567	506,765
Alaska									112	91,055	120	106,156		
GRAND TOTAL	8,081	2,823,064	35,915	15,859,230	3,768	4,363,069	1,469	2,733,499	49,527	26,302,030	85,666	56,861,119	197,872	112,697,985

* Department of Commerce, Automotive Division.

Costa Rica....17—$16,242}
Miquelon and St. Pierre..3— 1,924}included but not shown separately in 1930 total
Liberia....1— 300}

Costa Rica....114—$158,298}
Liberia....5— 5,003}included but not shown separately in 1929
Other Countries....774— 366,942}

Leading Automotive Export Markets*

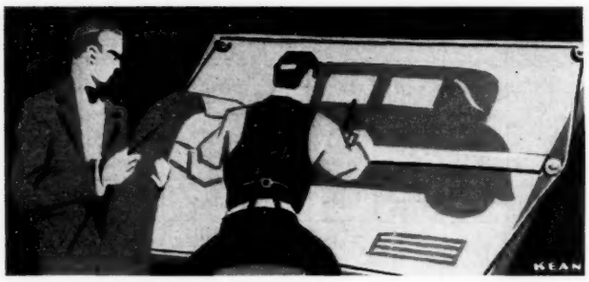
Country of Destination	Number	Value	Country of Destination	Number	Value
PASSENGER CARS AND CHASSIS			**MOTOR TRUCKS, BUSES AND CHASSIS**		
Belgium	10,341	$5,583,121	Belgium	7,154	$2,762,938
Union of South Africa	7,809	4,563,662	Japan	4,284	1,660,926
Sweden	6,633	4,068,430	Denmark	4,002	1,485,427
Denmark	6,153	2,747,455	Sweden	3,774	1,802,609
Canada	6,117	4,777,151	British India	3,503	1,355,244
Japan	5,473	2,688,443	Spain	2,166	1,564,594
Argentina	4,676	2,554,920	Philippine Islands	1,518	831,184
British India	3,644	2,011,547	United Kingdom	1,365	658,736
Netherlands	2,491	1,908,418	Soviet Russia in Europe	1,229	1,104,104
Philippine Islands	2,166	1,436,469	Venezuela	1,218	626,591
Java and Madura	1,980	1,137,630	Argentina	1,185	647,028
Venezuela	1,599	1,014,531	Canada	1,182	1,704,919
Mexico	1,586	1,171,035	Germany	1,162	359,665
Switzerland	1,510	1,326,842	Union of South Africa	1,036	543,118
Germany	1,442	963,579	Java and Madura	1,020	432,272
United Kingdom	1,328	1,016,912	Mexico	947	771,757
Panama	1,130	591,078	Cuba	829	432,162
Australia	1,092	305,951	Egypt	795	355,724
Uruguay	1,078	547,679	Netherlands	722	502,012
Brazil	942	421,171	Greece	670	454,551
Egypt	866	564,366	France	602	225,259
China	858	597,132	Panama	531	281,047
Cuba	824	548,130	Portugal	510	235,426
Poland and Danzig	585	488,690	China	500	314,241
France	567	710,309	Gold Coast	414	137,714
Other countries	7,540	5,409,031	Other countries	5,609	3,728,631
Total	80,430	$49,153,682	Total	47,927	$24,977,374

* Department of Commerce, Automotive Division.

STATISTICAL ISSUE

U. S. EXPORTS OF PARTS AND ACCESSORIES

COUNTRIES	7914 Auto Parts for Assembly	7921 Auto Parts for Replacement	7926 Auto Accessories	7930 Auto Tire Service Equipment	7936 Other Auto Service Equipment	7091 Spark Plugs	7092 Other Starting Lighting and Ignition Equip	5456 Asbestos Brake Lining Molded & Semi-Molded	5457 Asbestos Brake Lining Net Molded	7920 Auto and Truck Springs	7013 Storage Batteries 6 volt		7050 Portable Electric Tools	6164 Automotive Wrenches
	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Number	Value	Value	Value
Austria	$14,742	$107,763	$5,363	23	$2,542	$3,841	$248	$5,050	$1,322	$224	80	$797	$965	
Azores and Madeira Islands		4,828	1,784	20	266					130	207	1,421	94	9
Belgium	1,889,844	1,843,575	27,605	1,573	29,118	50,673	68,545	8,421	10,001	4,908	2,106	10,606	1,743	4,825
Bulgaria		12,530	26	30	125	1,606			680		72	397		14
Czechoslovakia	4,124	98,509	4,220	55	4,832	2,341		1,211	612	1,161	16	103	1,018	163
Denmark	2,296,361	968,166	63,585	3,193	20,436	21,798	3,683	6,664	9,219	3,508	4,387	25,749	12,400	5,223
Estonia		17,519	269		609	32		80	283		143	1,226		121
Finland	49,990	93,529	5,589	1,095	3,801	4,017	704	6,876	5,592		1,584	10,906	812	677
France	1,888,463	709,732	37,317	4,789	67,840	523,391	3,864	22,854	20,686	9,517	534	2,902	36,973	16,774
Germany	1,225,208	965,761	36,528	2,286	91,836	139,567	5,462	8,965	10,842	1,411	115	788	18,681	3,009
Greece	1,714	138,641	3,216	94	4,645	4,011	369	10,826	5,174	3,836	1,093	7,686	467	21
Hungary	748	35,228	536		258	423		1,713	823	125				18
Iceland		29,807	2,973		92	299		174	78	4,995	259	1,717	271	
Irish Free State	65,148	14,671	579	166	27,642		3,504			3,742	3	42		
Italy	39,615	79,630	37,587	2,278	50,027	96,464	474	3,633	9,136	1,058	97	778	2,890	512
Latvia		14,111	376	140	33	120			76		109	618		36
Lithuania		2,085	225			1,300					50	344	27	
Malta, Gozo and Cyprus	295	19,755	656	77	51	84	50		34	447	178	1,227		21
Netherlands	896,203	627,363	48,636	2,616	61,409	37,234	1,215	1,811	11,842	6,711	2,605	15,669	5,055	9,985
Norway	6,063	214,304	21,514	8,111	14,920	18,270	577	6,841	4,560	262	4,357	29,392	4,999	2,268
Poland and Danzig	997	107,679	3,649	628	556	6,209		267	1,739	20	46	335	261	16
Portugal	32	92,542	3,743	455	3,383	4,845		747	869	651	1,323	9,079	336	469
Rumania		114,812	1,381		703	1,436	380	3,573	2,767	535	621	4,355		75
Soviet Russia in Europe	8,617,175	1,698,982	17,499	27,121	504,593	580	150,178		217	3,673	131	1,196	136,443	81
Spain	1,067,600	540,901	23,933	2,593	12,628	36,429	3,602	2,968	4,489	3,544	2,337	17,771	3,445	2,062
Sweden	217,999	767,963	50,109	4,004	27,675	38,859	441	21,822	28,770	22	3,115	21,135	5,522	5,570
Switzerland	12,001	137,298	10,404	2,347	24,971	26,217	5,536	5,642	6,088	2,631	1,378	10,334	14,970	2,256
United Kingdom	3,605,138	1,653,109	93,419	67,663	301,606	10,896	42,335	2,888	3,816	17,546	14	169	308,525	15,892
Yugoslavia and Albania	159	27,063		204	735	322	6,046	157	136	1,121	2,206	541	3,361	100	140
Canada	10,544,683	4,036,269	1,266,372	43,434	660,357	136,167	221,101	55,320	114,785	61,184	2,164	11,232	89,029	30,360
British Honduras	544	4,319	1,598	18	720	206	475			53	71	562		
Costa Rica	394	6,151	3,009	121	150	877	281	194	1,396	847	708	4,929	53	61
Guatemala	282	33,761	7,485	442	1,212	1,179	647	1,510	1,986	11,291	1,061	7,345	143	387
Honduras	395	20,373	15,347	195	455	1,295	490	29	466	4,091	343	2,742	281	113
Nicaragua	513	21,474	1,423	36	293	453	500	159	202	1,819	274	1,748	112	24
Panama	188,759	90,491	9,938	539	16,806	6,560	1,628	1,880	2,271	1,006	2,988	19,865	3,350	1,541
Salvador	1,906	31,167	3,404		710	241	239	843	362	1,567	487	4,042	535	85
Mexico	575,075	431,905	75,759	21,697	49,992	15,498	8,054	11,609	40,815	5,192	1,694	12,081	6,861	3,101
Newfoundland and Labrador	6,196	38,906	4,406	28	1,167	108	577	344	1,197	912	596	4,519	833	385
Bermudas	1,227	4,256	63		242	378	235		24	7	44	407	701	14
Barbados		15,493	1,709	149	345		11		320	78	215	1,557	148	
Jamaica	1,356	78,176	5,517	1,139	2,109	902	231	378	1,426	4,452	2,662	16,358	1,212	238
Trinidad and Tobago	4,239	48,447	2,313	42	1,471	219	36	992	456	442	825	6,096	1,241	43
Other British West Indies	786	30,484	787	35	1,238	380	273	53	676	119	650	5,052	202	
Cuba	87,449	239,482	23,298	2,443	12,855	9,614	4,155	21,007	10,397	26,788	7,850	42,267	1,525	977
Dominican Republic	2,477	27,267	1,982	208	2,049	748	409	696	1,377	2,818	512	3,073	184	79
Dutch West Indies	1,099	19,879	3,065	566	1,046	347	180	126	383	1,052	637	4,458	355	12
French West Indies	996	21,685	1,471		321	223			303	1,017	495	2,796		
Haiti, Republic of	1,387	33,887	4,891	154	4,148	507	435	204	398	785	337	2,220	438	36
Virgin Islands of U. S.	452	3,074	413	32	114	61		39	29	142	261	2,269		
Argentina	2,075,619	1,266,684	152,084	36,536	77,433	33,514	6,626	45,278	60,339	2,830	35,028	196,708	11,495	9,086
Bolivia	179	15,415	341		338	437		68	688	524	353	2,144	210	
Brazil	883,709	423,874	44,243	2,928	51,977	8,377	588	26,448	61,915	9,808	13,728	67,781	2,030	750
Chile	135,019	223,311	21,195	7,425	16,035	1,835	1,592	7,916	18,212	20,837	4,859	27,687	4,555	838
Colombia	2,369	114,455	11,507	1,912	6,181	4,983	3,280	2,247	9,332	12,686	3,261	24,752	1,189	379
Ecuador	31	20,204	2,913	451	270	540	160	416	1,865	659	227	1,584	118	119
British Guiana	1,361	8,315	618	59	174	89	235	54	108	503	202	1,131	215	
Dutch Guiana	49	1,724	684	4	209	118	81	41	170	47	38	254	110	
French Guiana	40	1,683						8		275	8	41		
Peru	250	102,567	12,910	1,661	5,579	2,720	2,832	1,755	5,052	3,995	2,907	20,853	606	703
Uruguay	71,500	155,430	27,765	2,081	10,558	3,317	355	4,878	4,955	6,260	7,220	42,332	2,143	407
Venezuela	12,630	224,916	40,072	2,726	26,743	15,384	4,373	4,862	5,990	11,499	4,716	29,093	7,377	1,179
Aden	40	6,087	428	15		138	244		99	382	79	705		99
Arabia		11,442	160						6	138	77	439		
British India	2,139	822,425	46,879	13,150	15,063	31,343	13,709	3,279	22,740	32,543	25,639	161,582	8,550	7,070
British Malaya	2,487	208,169	6,533	614	5,767	2,873	716	6,693	9,744	4,104	6,572	34,186	835	178
Ceylon		32,711	1,202		925	2,763	1,232	53	3,212		1,731	12,519	157	
China	50,820	219,480	16,814	670	8,617	10,024	11,330	3,476	10,152	8,117	3,773	25,637	3,088	1,060
Java and Madura	1,271	367,478	23,412	2,289	2,821	16,263	517	10,046	21,476	4,685	9,467	56,418	228	403
Other Dutch East Indies	396	94,195	6,008	520	3,710	2,779	35	1,232	4,432	2,635	2,367	12,788	1,222	395
French Indo-China	195	9,091	1,990	883	736						288	1,371		
Hong Kong	488	103,939	8,229	1,667	2,254	2,933	1,544	1,361	7,387	7,523	2,879	14,713	461	363
Iraq	1,560	40,476	3,659	436	135	585	583		246	6,903	610	4,839	641	
Japan	2,787,605	1,196,779	50,270	3,305	42,728	7,291	58,057	16,629	36,502	20,063	2,253	14,306	36,767	15,828
Kwantung	36,783	16,255	417		668	1,030	502	57	321	442	268	1,737	175	101
Palestine	123	38,939	462	364	1,482	1,980	37	495	686	108	524	3,687	301	64
Persia	512	84,698	4,657	240	394	7,335		303	1,900	11,991	1,115	8,353		692
Philippine Islands	2,327	486,850	51,762	1,744	12,040	14,381	8,629	11,711	15,940	23,250	9,296	52,574	3,643	3,613
Siam	2,642	62,819	1,716	497	1,973	895	384	1,125	971	2,333	1,220	7,731	120	72
Soviet Russia in Asia	21	4,201			1,246					28			194	28
Syria	4,103	160,437	3,597	6	7,387	4,221	126	1,448	1,838	2,344	1,137	6,918	753	134
Turkey	473,074	85,355	2,144	909	2,558	3,004	104	374	2,548	8,320	802	4,870	469	
Australia	15,812	453,171	17,738	13,129	14,246	37	7,075	15,173	50,566	727	204	1,145	11,373	5,166
British Oceania	45	6,967	679			48	266		238	179	224	1,486		250
French Oceania	138	4,646	1,979	11		27	50			184	72	491		12
New Zealand	1,923	269,818	33,233	2,264	18,635	509	4,452	11,674	16,245	2,854	4,318	26,495	9,484	3,647
Belgian Congo	11,265	96,531	3,975	1,194		392	31	79		4,469	254	1,974	268	
British East Africa	1,330	100,371	6,489	425	1,318	659	278	17	1,907	6,222	3,468	20,695	661	281
Union of South Africa	37,116	839,209	56,105	8,311	65,804	14,370	3,974	17,802	16,474	39,588	26,915	166,156	10,012	9,679
Other British South Africa	1,231	8,411	810	15	686	126		239	110	2,523	564	4,313		
Gold Coast	7,076	96,082	2,871	953	642	151	108	876	3,139	4,984	797	5,188		282
Nigeria	9,788	54,971	1,537	91		99	1,371		113	985	104	736		21
Other British West Africa		7,835			55					245				95
Egypt	713	260,680	3,460	895	1,946	4,021	1,076	1,620	218	7,087	2,239	12,076	1,731	282
Algeria and Tunisia	1,260	33,141	1,870	86	12,206	2,594	697			139	452	2,923	239	279
Other French Africa	2,825	46,616	1,237	32	620	61	70	18	170	266	157	992	48	124
Morocco	847	133,998	3,406	371	3,209	9,272	623	4	301	1,229	1,291	6,796		377
Mozambique	1,843	30,776	4,103	396	4,720	180	29	213	535	2,293	4,074	26,232	41	1,020
Other Portuguese Africa	66	22,255	1,599	946	23	147	35	46	1,151	3,061	389	2,614		
Canary Islands	260	47,043	5,369	1,444		1,140		256	79	3,225	832	5,535	98	57
Other Spanish Africa		27,724	488			2,308			78	1,503	70	579		
Hawaii	26,408	597,692	88,458	1,630	45,243	18,630	12,035	7,577	38,881	20,881	23,325	135,641	13,515	4,056
Porto Rico	15,021	197,321	19,790	2,961	16,367	6,279	3,432	4,889	8,788	20,267	3,150	21,782	4,394	492
GRAND TOTAL	$40,004,143	$26,320,464	$2,737,445	$321,616	$2,506,540	$1,451,312	$685,085	$431,281	$767,924	$527,468	268,018	$1,619,284	$802,716	$177,428

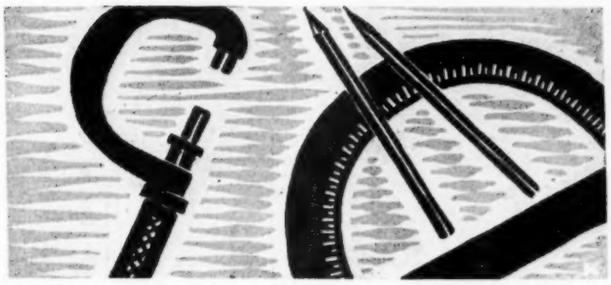


SPECIFI

AMERICAN PASSENGER

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET			Universals Type and Make	REAR AXLE							BRAKES		
							Facings														Foot		
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Damper Type	No. of Driving and Driven Disks	Maximum Dia. (Ins.)	Minimum Dia. (Ins.)	Number Pieces	Make	No. Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Minimum Road Clearance (Ins.)	Differential Make	Type and Location	Braking Area (Sq. Ins.)	Drum Material
Auburn 8-100	127–136	2373	6.00/17°	Long		2–1	10	5½	2	Det.	3	2.873	m-U-P.	Col.	½F.	SB.	5-3½	Spr.			IFM.	236¼	CIL.
Auburn 12-160	132		6.00/17°	Long29AM	Spr.	3-2	9¾	6¼	4	Det.	3	2.873	m-Mec.	Col.	½F.	SB.	4½-3	Spr.		BLC.	IFH.	235	CIL.
Austin	75		3.75/18	Own			8⅞	6½	2	W-3G			fm-Spi.	Sal.	½F.	SB.		TT.			IFM.	77½	
Buick 32-50	114		5.50/18	Own	Spr.	1-1	9½	6¼	2	Own.	3	2.894	m-Own.	Own.	½F.	SB.	4.6	TT.	8⅝	BLC.	IFM.	133¼	1010
Buick 32-60	118		6.00/18	Own	Spr.	1-1	9⅞	6¼	2	Own.	3	2.894	m-Own.	Own	¾F.	SB.	4.54	TT.	8 13/16	BLC.	IFM.	155⅜	1010
Buick 32-80, 32-90	126–134		7.00/18	Own	Spr.	3-2	9	6½	4	Own.	3	2.828	m-Own.	Own	¾F.	SB.	4.27°	TT.	8⅝		IFM.	189	1010
Cadillac 355-B	134–140		7.00/17	Own		3-2	10	5½	4	Own.	3	2.40	m-Spi.	Own	¾F.	SB.		TT.	7⅝	BLC.	IFM.	238	CI.
Cadillac 370-B	134–140		7.50/17	Own		3-2	10	5½	4	Own.	3	2.40	m-Spi.	Own	¾F.	SB.		TT.	8¾	BLC.	IFM.	238	CI.
Cadillac 452-B	143–149		7.50/18	Own	None	3-2	11	6½	4	Own.	3	2.40	m-Spi.	Own	¾F.	SB.	4.64°	TT.	8⅝	BLC.	IFM.	274½	CI.
Chevrolet	109		5.25/18	Own	Spr.	1-1	9	6¼	2	Own.	3		m-Own.	Own		SB.	4.1	TT.			IFM.		
Chrysler Six	116		5.50/18		Spr.	1-1	9⅞	6¾	2	Own.	3		m-	Own	½F.	SB.	4.3°	Spr.			IFH.	152	CIL.
Chrysler Eight	125		6.50/17			1-1	9⅞	6¾	2	Own.	4		m-	Own	½F.	SB.	3.91°	Spr.			IFH.	172½	CIL.
Chrysler Imp. Cus. 8	135–146		7.50/17			1-1	11	6½	2	Own.	4	3.63	m-	Own	½F.	SB.		Spr.			IFH.	213¾	CIL.
Cord L29	137¾		7.00/18			2-1	11	6½	2	Det.	3	3.11	m-UPM.	Col.	D.		4.8				IFH.	199	
Cunningham V-10	132–142		7.00/20	Own	None	7-7	8½	6⅝	14	Own.	3	3.39	m-Mec.	Tim.	½F.	Wo.	3.8	Spr.	8	Tim.	IFM.	348	
De Soto Six	112⅜		5.25/18°			1-1	8⅞	6⅛	2	Own.	3		m-	Own.	½F.		4.62	Spr.			IFH.	121⅝	CIL.
DeVaux 6-75	113		5.00/19	B&B		1-1	8⅞	6⅛	2	N-P.	3		m-Spi.	N-P.	½F.		3.9	Spr.			IFM.	177⅜	
Dodge Bros. Six	114	2210	5.00/18	B&B		1-1	8⅞	6⅛	2	Own.	3		m-Spi.	Own	½F.	SB.	4.3°	Spr.			IFH.	166	CIL.
Dodge Bros. Eight	122		6.00/18	B&B		1-1	9⅞	6¾	2	Own.	3		m-Spi.	Own	½F.	SB.	3.9°	Spr.			IFH.	188½	CIL.
Duesenberg J	142½–153½		7.00/19	Long	Spr.	3-2	11	6½	4	W-G.	3	2.485	m-S-M.	Own	½F.	Hyp.	3.78°	TT.	9		IFH.	259¾	
duPont G	141		7.00/20	Long			8¾	5¾	4	W-G.	3		m-Spi.	Col.	½F.			Spr.			IFH.	306	
Durant 621	112		5.25/18	B&B	RB.	1-1	8⅞	6⅛	2	War.	3	3.32	m-Spi.	Ada.	½F.	SB.	4.4	Spr.		N-P.	IFM.	178	
Durant 622	116		5.50/18	B&B	RB.	1-1	8⅞	6⅛	2	War.	3	3.32	m-Spi.	Ada.	½F.	SB.	4.4	Spr.		N-P.	IFM.	178	
Essex Super 6	113–119		5.25/18	Own						Own.	3		m-Spi.	Own	½F.	SB.	4.64°	Spr.			IFM.	147	
Ford A	103½		4.75/19	Own		1-1	9	5¾		Own.	3		m-Own.	Own	¾F.	SB.	3.77	TT.			IFM.	178	
Franklin Airman	125–132		6.50/19	B L		1-1				W-G.	3–4		m-Spi.	Own	½F.		4.25°	Spr.			IFH.		
Graham Six	113		5.50/17	Long		1-1	9¼	5½	2	W-G.	3	3.039	m-Det.	Sal.	½F.	SB.	4.45	Spr.			IFH.	263¾	
Graham Eight	123		6.00/17	Long	Spr.	1-1	9¾	5½	2	W-G.	3	2.864	m-Spi.	Sal.	½F.	SB.	4.3	Spr.			IFH.	327⅝	CIL.
Hudson Great 8	119–126		6.00/17	Own						Own.	3	2.44	m-Spi.	Own	½F.	SB.	4.64°	Spr.			IFM.	161¼	
Hupmobile 214	114		5.50/19	B&B		1-1	8⅞	6⅛	2	W-G.	3		m-Mec.	Sal.	½F.	SB.	4.3°	Spr.			IFM.	288	PS.
Hupmobile 218	118		5.50/19	B&B		1-1	9⅞	6¾	2	W-G.	3		m-U-P.	Sal.	½F.	SB.	4.55	Spr.			FIM.	288	PS.
Hupmobile 221	121		6.00/19	Long		1-1	10	5½	2	W-G.	3		m-U-P.	Own	½F.	SB.	4.55	Spr.			IFM.	328	PS.
Hupmobile 225-237	125–137		6.50/19	Long		3-2	9¾	6¼		W-G.	3		m-U-P.	Own	½F.	SB.	4.08°	Spr.			IFM.	312	PS.
Hupmobile 216	116		5.50/18	B&B	Spr.	1-1	9⅞	6¾	2	W-G.	3	2.71	m-Mec.	Spi.	½F.	SB.	4.54	Spr.	7⅝	Spi.	IFM.	261	PS.
Hupmobile 222	122		6.00/17	B&B	RB.	1-1	9⅞	6¾	2	W-G.	3	2.71	m-U-P.	Own	½F.	Hyp.	4.36	Spr.	7¾	BLC.	IFM.	286	PS.
Hupmobile 226	126		6.50/17	Long	Spr.	1-1	10	5½	2	Det.	3	2.873	m-U-P.	Own	½F.	Hyp.	4.36	Spr.	8⅝	BLC.	IFM.	286	PS.
LaSalle 345-B	130–136		7.00/17	Own	None	3-2	10	5½	4	Own.	3	2.40	m-Spi.	Own	¾F.	SB.	4.60	TT.	7⅝	BLC.	IFM.	238	CI.
Lincoln 8	136		7.00/19	Long		3-2	9¾	6¼	4	Own.	3		m-Spi.	Tim.	FF.	SB.	4.58	TT.			IFM.	340	
Lincoln 12	145		7.50/18	Long		3-2	9¾	6¼	4	Own.	3		m-Spi.	Tim.	FF.	SB.	4.58	TT.			IFM.	340	
Marmon 8-125	130–136		6.50/19			1-1					3		m-Spi.	Spi.	½F.	SB.	4.08	Spr.			IFM.	244	
Marmon 16	145		7.00/18	Russ.	Spr.	4-2	9¾	6⅛	2	Mun.	3	3.08	m-Spi.		½F.		3.78	TA.	8½		IFM.	353¾	
Nash 960	114¼		5.00/19	B&B	RB.	1-1	8⅞	6⅛	2	Own.	3	2.72	mf-Own.	Own	½F.	SB.	4.73	Spr.	8¼	Own.	IFM.	214	
Nash 970	116¼		5.25/19	B&B	RR.	1-1	9 11/16	6¾	2	Own.	3	2.72	mf-Own.	Own	½F.	SB.	4.73	Spr.	8½	Own.	IFM.	214	
Nash 980	121		6.00/18	B&B	RB.	1-1	9⅛	6⅛	2	Own.	3	3.16	mf-Own.	Own	½F.	SB.	4.46	Spr.	8¼	Own.	IFM.	232	
Nash 990	124–133		6.50/19	B&B	RB.	1-1	10⅛	6¾	2	Own.	3	3.22	mf-Own.	Own	½F.	SB.	4.5	Spr.	8¼	Own.	IFM.	270	
Oldsmobile F-32	116½		6.00/17	B&B		None	2-1	8⅞	6⅛	2	Mun.	3	2.90	m-Spi.	Own.	½F.	SB.	4.56°	Spr.	8	BLC.	IFM.	181¼	PS.
Oldsmobile L-32	116½		6.00/17	B&B		None	2-1	9⅞	6¾	2	Mun.	3	2.90	m-Spi.	Own	½F.	SB.	4.56°	Spr.	8	BLC.	IFM.	181¼	PS.
Packard Light 8	127¾		6.50/17			Spr.				Own.	3				½F.	Hyp.	4.36	Spr.			IFM.	212	
Packard Standard 8	130–137		6.50/19	Long.		Spr.		11	6½	2	Own.	4	m-Mec.	Own	½F.	Hyp.	4.69	Spr.			IFM.	218½	
Packard De Luxe 8	142–147		7.00/19	Long		Spr.		9¾	6¼	4	Own.	4	m-Mec.	Own	½F.	Hyp.	4.69	Spr.			IFM.	249¾	
Packard Twin-Six	142–147		7.00/18	Long		Spr.					Own.	3	m-Mec.	Own	½F.	Hyp.	4.69	Spr.			IFM.		

CATIONS



CAR CHASSIS

BRAKES		FRONT AXLE					STEERING GEAR				SPRINGS				SHACKLES		FRAME			CHASSIS LUBRICATION			WHEELS		MAKE AND MODEL
Hand											Front		Rear												
Type and Location	Braking Area (Sq. Ins.)	Make	Axle Section Type	Camber (°)	Caster (°)	Axle End Type	Make	Type	Ratio (to one)	Minimum Turning Circle Diame'er (Ft.)	Type	Length and Width (Ins.)	Type	Length and Width (Ins.)	Make	Type	Make	Material SAE No.	Side Rail Depth, Flange Width and Stock Thickness (Ins.)	Make	Type	Rim Make	Type	Make	
IF	236¼	Col.	I.	2		RE.	Ross.	C&R.	22		½E.	37x2	½E.	56¾x2	Own.	rm.	Mid.	1020	8x3x$\frac{5}{16}$	Bij.	CR.		A.	Mot.	Auburn 8-100
IR	117½	Col.	I.	2		RE.	Ross.	C&R.	Var.		½E.	37x2	½E.	56¾x2	Own.	rm.	Mid.	1020	8½x3x$\frac{5}{16}$	Bij.	CR.	Cle.	A.	Mot.	Auburn 12-160
IF	77½						Own.				Tr.	28⅞x	¼E.	22⅞x	Own.	M.				Ze.			D.	Mot.	Austin
IF	133¼	Own.	I.	$\frac{11}{32}$"	1¾	RE.	Sag.	W&S.	17	38½	½E.	35x2	½E.	56x2	Own.	M.	Smi.	1025		A-Z.	PG.		A.	Kel.	Buick 32-50
IF	155⅜	Own.	I.	$\frac{11}{32}$"	1¾	RE.	Sag.	W&R	17	39½	½E.	36⅞x2	½E.	55¼x2¼	Own.	M.	Smi.	1025		A-Z.	PG.		A.	Kel.	Buick 32-60
IF	189	Own.	I.	$\frac{11}{32}$"	1¾	RE.	Sag.	W&R	20		½E.	37⅝x2	½E.	58⅞x2¼	Own.	M.	Smi.	1025		A-Z.	PG.		A.	Kel.	Buick 32-80, 32-90
IR	119	Own.	I.	1½	3	RE.	Sag.	W&S.	17		½E.	39x2¼	½E.	58x2¼	Own.	M.	Mid.	1025		Al.	PG.	Kel.	W.	Kel.	Cadillac 355-B
IR	119	Own.	I.	1½	3	RE.	Sag.	W&S.	17		½E.	39x2¼	½E.	58x2¼	Own.	M.	Mid.	1025		Al.	PG.	Kel.	W.	Kel.	Cadillac 370-B
IR	137⅛	Own.	I.	1½	2½	RE.	Sag.	W&S.	17		½E.	42x2¼	½E.	60x2½	Own.	M.	Mid.	1025		Al.	PG.	Kel.	W.	Kel.	Cadillac 452-B
IR		Own.	I.			RE.	Own.				½E.	36x	½E.	54x	Own.	M.				Al.	PG.		W.	Own.	Chevrolet
ET	42⅔	Own.		1¼							½E.	35$\frac{11}{16}$x	½E.	53⅝						Ze.	PG.		Opt.		Chrysler Six
ET	47	Own.		1¼	1		Gem.	W&R.	17		½E.	38¼x	½E.	54⅝x		R.			x2¼x	Ze.	PG.		Opt.		Chrysler Eight
ET	49¼	Own.		1¼	1		Gem.	W&R.	20		½F.	39½x	½E.	57½x		R.			x2½x	Ze.	PG.		Opt.		Chrysler Imp. Cus. 8
IR	49½	Col	T.			RE.	Gem.	W&R			¼E.	23½x	½E.	62x		rm.				Bij.	CR.		W.	Day.	Cord L29
IF	348		I.	0		RE.	Ross.	W&S.	17	44	½E	40x2½	¾E.	62x2½	Own.	rm.	Par.			Al.		Fire.	Opt.		Cunningham V-10
ET	42⅔	Own.		1¼							½E.	35$\frac{11}{16}$x	½E.	53⅜x		rm.				Ze.			Opt.		De Soto Six
IF	177⅜						N-P.				½E.	36x	½E.	54¼x	Try.	M.				Ze.			W°.	Mot.	DeVaux 6-75
ET	42⅔		I.	1	1¼	RE.	N-P.				½E.	35$\frac{11}{16}$x	½E.	54⅞x	Try.	M				Ze.			W		Dodge Bros. Six
ET	42⅔		I.	1	1¼	RE.	Gem.	W&S.	17		½E.	35$\frac{11}{16}$x	½E.	54¼x	Own.	rm.				Ze.			W		Dodge Bros. Eight
ET	40.5	Own.	I.	1	2	RE.	Ross.	C&L.	Var.		½E.	41x2½	½E.	62½x2½	Own.	M.	Par.		8½x2¾x$\frac{7}{32}$	Bij.	CR.		W.	Kel.	Duesenberg J
ET	47		I.			RE.	Ross.	C&L.			½E.	40x	½E.	60x	Bel.	F.				Ze.			W.	STM.	duPont G
IF	178	Ada.	I.	1⅓	2⅓	RE.	War.	W&S.		39	½E.	36x1¾	½E.	55x2	Try.	M.	Own.		5⅜x2x$\frac{3}{32}$	Ze.	PG.	Mot.	A.	Kel.	Durant 621
IF	178	Ada.	I.	1⅓	2⅓	RE.	War.	W&S.			½E.	36x1¾	½E.	55x2	Try.	M.	Own.		5⅜x2x$\frac{5}{16}$	Ze.	PG.		W.	Mot.	Durant 622
IF	147						Gem.	W&S.			½E.	36x	½E.	54⅝x	Own.	M.				Al.			A°.	Mot.	Essex Super 6
IR	59	Own.	I.				Gem.	W&S.			Tr.	30⅝x	Tr.	39½x	Own.	M.				Ze.			W.	Own.	Ford A
ET			T.				Gem.	W&R		43	FE.	36x	FE.	42x	None	N.				Ze.			A.		Franklin Airman
ET	37⅛	Cla.	I.		2	RE.	Ross.	C&L.			½E.	36x2	½E.	54x2	Eat.	R.	Own.		5½x2¼x$\frac{1}{4}$	Ze.			Opt.	Mot.	Graham Six
ET	37⅛	Sal.	I.	1½	2	RE.	Ross.	C&L.	17		½E.	36x2	½E.	54x2	Eat.	R.	Own.		7$\frac{13}{16}$x2½x$\frac{1}{4}$	Ze.	PG.	Mot.	Opt.	Mot.	Graham Eight
IF	161¼						Gem.	W&S.	15		½E.	36x	½E	54⅝x	Own.	M.				Al.			A°.	Mot.	Hudson Great 8
IF	288					RE.	Ross.	C&L.			½E.	36½x	½E.	53x	Try.	M.				A-Z.			A°.		Hupmobile 214
IF	288		I.			RE.	Ross.	C&L.			½E.	37⅛x	½E.	54¾x	Sil.	R.				A-Z.			A°.	Kel.	Hupmobile 218
IF	328					RE.	Ross.	C&L.			½E.	37x	½E.	54x	Own.	M.				Al.			A°.		Hupmobile 221
IF	312					RE.	Ross.	C&L.			½E.	37x	½E.	57x	Own.	M.				Al.			A°.		Hupmobile 225-237
IF	261	Own.	I.	1½	3	RE.	Ross.	C&L.			½E.	36½x1¼	½E.	53x1¾	Try.	M.			6½x2½x1⅛	Al.	PG.		Opt.		Hupmobile 216
IF	286	Own.	T.	2	2½	RE.	Gem.	W&R.			½E.	40x2	½E.	57½x2	Sil.	R.			7$\frac{13}{16}$x2$\frac{11}{16}$x$\frac{1}{4}$	Al.	PG.		Opt.		Hupmobile 222
IF	286	Own.	T.	2	2½	RE.	Gem.	W&R.			½E.	40x2	½E.	57½x2	Sil.	R.			7½x2¾x$\frac{1}{2}$	Al.	PG.		Opt.		Hupmobile 226
IR		Own.	I.			RE.	Sag.	W&S.	17		½E.	39x2¼	½E.	58x2¼	Own.	M.	Mid.		9x2½x$\frac{1}{2}$	Al.	PG.		W.	Kel.	LaSalle 345-B
IF	340					RE.	Gem.	W&S.			½E.	42x	½E.	62x	Own.	M.				Al.			W.	Own.	Lincoln 8
IF	340					RE.	Own.				½E.	42x	½E.	62x	Own.	M.				Al.			W.	Own.	Lincoln 12
IF	244	Spi.	I.	1½	4	RE.		C&L.			½E.	38x2	½E.	57x2¼		M.	Own.		6⅛x2x$\frac{1}{2}$		PG.		W.		Marmon 8-125
IF	353¾		I.	1½	4	RE.	Ross.	C&L.		48⅔	½E.	42x2¼	½E.	59½x2¼		rb.	Own.		7½x3x$\frac{1}{2}$		PG.		W.	Day.	Marmon 16
IF	214	Own.	I.	1½	2	RE.	Ross.	C&L.		38	½E.	36x2	½E.	50⅞x2	Own.	R.	Own.		6x2x$\frac{5}{16}$	Al.	PG.	Mot.	A.	Mot.	Nash 960
IF	214	Own.	I.	1½	2	RE.	Ross.	C&L.		38	½E.	36⅜x2	½E.	50⅞x2	Own.	R.	Own.		6x2½x$\frac{5}{16}$	Al.	PG.	Mot.	A.	Mot.	Nash 970
IF	232	Own.	I.	1½	1½	RE.	Gem.	W&R		43	½E.	38x2	½E.	55x2	W-T.	rm.	Own.		6x2½x$\frac{1}{2}$	Bij.	CR.	Mot.	A.	Mot.	Nash 980
IF	270	Own.	I.	1½	0	RE.	Gem.	W&R		48	½E.	39⅜x2	½E.	57½x2¼	E-O.	rm.	Own.		7x2½x$\frac{1}{2}$	Bij.	CR.	Mot.	A.	Mot.	Nash 990
IF	181¼	Own.	I.	1¾	3	RE.	Sag.	W&R	17	39	½E.	35½x2	½E.	54½x2	Try.	M.	Smi.		6x3x$\frac{5}{16}$	Al.	PG.		Opt.	Mot.	Oldsmobile F-32
IF	181¼	Own.	I.	1¾	3	RE.	Sag.	W&R	17	39	½E.	35½x2	½E.	54½x2	Try.	M.	Smi.		6x3x$\frac{1}{4}$	Al.	PG.		Opt.	Mot.	Oldsmobile L-32
IF	212		I.			RE.		W&S.	17	43	½E.	40x2¼	½E.	56x2¼		R.			8x x$\frac{1}{32}$		PG.		Opt.	Mot.	Packard Light 8
IF	218½	Own.	I.			RE.	Own.				½E.	42x	½E.	60½x	Own.	M.				Bij.	CR.		D°.	Mot.	Packard Standard 8
IF	249¾	Own.	I.			RE.	Own.				½E.	42x	½E.	60½x	Own.	M.				Bij.	CR.		D°.	Mot.	Packard De Luxe 8
IF		Own.	I.			RE.	Own.	W&R.		52°	½E.	42x2¼	½E.	60½x2½	Own.	M.							Opt.	Mot.	Packard Twin-Six

AMERICAN PASSENGER CAR

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				REAR AXLE							BRAKES		
							Facings													Foot		
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Damper	No. of Driving and Driven Disks	Maximum Dia. (Ins.)	Minimum Dia. (Ins.)	Number Pieces	Make	No. Forward Speeds	Low Gear Ratio	Universals Type and Make	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Minimum Road Clearance (Ins.)	Differential Make	Type and Location	Braking Area (Sq. Ins.)	Drum Material
Peerless DeL. Mas. 8	125	....	6.00/19	Roc.	.....	1-1	10¾	6¾	2	W-G.	...	...	m-Spi.	Sal.	½F.	SB.	4.45	Spr.	8½	Sal.	IFM.	264	....
Peerless DeL. Cus. 8	138	....	6.50/19	Roc.	.....	1-1	10¾	6¾	2	W-G.	...	...	m-Spi.	Sal.	½F.	SB.	4.45°	Spr.	8½	Sal.	IFM.	296	.....
Pierce-Arrow. . .54	137-142	3657	6.50/18	Long.	Spr.	1-1	9¾	6¼	4	Own.	3	2.83	m-Spi.	Own	½F.	Hyp.	4.42	Spr.	8¼	Own.	IFM.	291⅜	RS....
Pierce-Arrow. 53-52	137-142	3942	7.00/18	Long.	Spr.	1-1	9¾	6¼	4	Own.	3	2.83	m-Spi.	Own	½F.	Hyp.	4.42	Spr.	8¼	Own.	IFM.	291⅜	RS....
Plymouth	109⅜	1928	4.75/19	.....	.....	1-1	8⅞	6⅛	2	Own.	3	....	m-...	Own	½F.	.....	4.33	Spr.	.....	.....	IFH.	121⅜	.....
Pontiac. . . . . Six	114	....	5.25/18	.....	.....	.....	9⅝	6⅛	2	.....	3	2.90	m-...	.....	½F.	SB.	4.55	Spr.	.....	.....	IFM.	182	RS....
Pontiac. . . . . Eight	117	....	6.00/17	.....	.....	.....	10⅜	6¼	2	.....	3	2.90	m-...	.....	½F.	SB.	4.22	Spr.	.....	.....	IFM.	195	RS....
Reo. . . . 6-21, 6-25	121-125	....	6.00/17°	Long.	.....	.....	9¾	5½	2	Own.	3	....	m-Det.	Own	½F.	SB.	4.07°	Spr.	.....	.....	IFH.	179⅝	.....
Reo. . . . 8-31, 8-35	131-135	....	6.50/18	Long.	.....	3-2	9¾	6¼	4	Own.	3	....	m-Det.	Own	½F.	.....	4.07°	Spr.	.....	.....	IFH.	280½	.....
Reo. . . . 8-21, 8-25	121-125	....	6.00/17	Long.	.....	.....	10	5½	2	Own.	3	....	m-Spi°	Own	½F.	.....	4.42	Spr.	.....	.....	IFH.	...	.....
Rockne. 65	110	....	5.25/18	B&B.	.....	.....	8⅞	6⅛	2	W-G.	3	....	m-..	.....	½F.	.....	4.27	Spr.	.....	.....	IFM.	143	.....
Rockne. 75	114	....	5.50/18	Long.	.....	.....	9¼	5½	2	W-G.	3	....	m-Mec.	.....	½F.	.....	4.73	Spr.	.....	.....	IFM.	148	.....
Studebaker Six. . 55	117	....	5.50/18	Long.	Spr.	2-1	9¼	5½	2	Own.	3	2.864	m-Spi.	Own.	½F.	SB.	4.27	Spr.	8⅞	Own.	IFM.	143¾	.....
Studebaker Dic. . 62	117	....	5.50/18	Long.	Spr.	1-1	9¼	5½	2	Own.	3	2.864	m-Spi.	Own	½F.	SB.	4.73	Spr.	8⅞	Own.	IFM.	147	.....
Studebaker Com. . 71	125	....	6.00/18	Long.	Spr.	1-1	9¾	5½	2	Own.	3	2.864	m-Spi.	Own	½F.	SB.	4.73	Spr.	8⅞	Own.	IFM.	186½	.....
Studebaker Pres. . 91	135	....	6.50/18	B&B.	Spr.	2-1	11⅛	6⅛	2	Own.	3	2.864	m-Spi.	Own	½F.	SB.	4.31	Spr.	7¾	Own.	IFM.	276¾	.....
Stutz. . . . . LAA	127½	....	6.00/19	B&B.	Spr.	2-1	10⅞	6¾	2	Det.	4	3.494	m-U-P.	Sal.	½F.	Wo.	4.75	Spr.	8¾	Tim.	IFH.	238	.....
Stutz. SV-16	134½-145	....	6.50/20°	Long.	Spr.	3-2	9¾	6¼	4	Mun.	3	3.08	m-Mec.	Tim.	½F.	Wo.	4.75	Spr.	8½	Tim.	IFH.	266	.....
Stutz. DV-32	134½-145	....	7.00/20	Long.	Spr.	3-2	9¾	6¼	4	Mun.	3	3.08	m-Mec.	Tim.	½F.	Wo.	4.50	Spr.	8¾	Tim.	IFH.	266	.....
Willys-Knight. 66D	121	....	6.00/17	Roc.	.....	1-1	...	...	8s	Own.	3	...	m-Spi.	Own	½F.	.....	4.18	Spr.	.....	.....	IFM.	194⅛	.....
Willys-Knight. . . 95	113	....	5.50/18	B&B°	.....	.....	...	...	8s	Own.	3	...	m-Spi.	Own	½F.	.....	4.89	Spr.	.....	.....	IFM.	155⅝	.....
Willys-Overland. 6-90	113	....	5.25/18	B&B°	.....	.....	...	...	8s	Own.	3	...	m-Spi.	Own	½F.	.....	4.3	Spr.	.....	.....	IFM.	155⅝	.....
Willys-Overland. 8-88	121	....	5.50/18	B&B.	.....	.....	...	...	...	Own.	3	...	m-Spi.	Own	½F.	.....	4.4	Spr.	.....	.....	IFM.	194⅛	.....

ABBREVIATIONS:
°—Others also
‡—Overall Length
A—Artillery (Wheels)
Ada—Adams
Al—Alemite
A-Z—Alemite Zerk
B—Ball Bearing
B&B—Borg & Beck
Bim—Bimel
B-L—Brown-Lipe
BLC—Brown-Lipe Chapin
Bel—Belflex
C&L—Cam and Lever
C&R—Cam & Roller Tooth
CI—Cast Iron
CIL—Cast Iron Liner
Cla—Clark **Cle**—Cleveland
Col—Columbia
CR—Central Reservoir
D—Disk
Day—Dayton
Det—Detroit
Eat—Eaton
EL—Elliott
Eng—Unit with Engine
ET—External Transmission
½E—Semi-Elliptic
¾E—¾ Elliptic
F—Fabric (Shackles)
f—Fabric (Universals)
Faf—Fafnir (Ball Bearing)
Far—Farval
FE—Full Elliptic
½F—½Floating
¾F—¾Floating
FF—Full Floating
Fire—Firestone
Gem—Gemmer
Hyp—Hypoid
I—"I" Section
IFH—Internal Four Wheel Hydraulic
IFM—Internal Four Wheel Mechanical
IR—Internal Rear Wheels
Kel—Kelsey-Hayes

AMERICAN

MAKE AND MODEL	GENERAL				ENGINE																			
													Valves				Oiling System			Fuel System		Electric System			
																						Ignition			
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Pressure to	Pump Type	Water Circulation	Carburetor Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Voltage
Checker . . M-1932	1860	126	6.50/18	4750	Bud. JC214	6-3⅜x4¼	27.34	228.1	5.0	4	Det.	..	..	..	Cha.	CI.	.....	....	Pump.	Zenith.	Air.	A-L.	B.	A-L.	....
General. . . 393-012	....	122	6.50/18		G.M.T. 257	6-3 7/16x4⅝	28.3	257.5	4.5	3	Det.	6	I.	Sil.	Hel.	CI.	ab.	Gear.	Pump.	Marvel.	Mp.	D-R.	B.	D-R.	....
Paramount. . . . F	....	127	7.00/18	5125	Cont. . 2P	6-3⅜x4½	27.34	241.5	4.45	3	Det.	6	L	ChNi.	Hel.	CI.	abe	Gear.	Pump.	Zenith.	Vac.	D-R.	B.	D-R.	....

ABBREVIATIONS;
a—Main Bearings
A-L—Auto-Lite
b—Connecting Rods
B—Battery
B-L—Brown-Lipe
Bud—Buda
c—Camshaft Bearings
C&L—Cam and Lever
Cha—Chain
ChNi—Chrome Nicke
CI—Cast Iron
Col—Columbia
Cont—Continental
d—Wrist Pins
D—Disk
Det—Detachable
D-R—Delco-Remy
e—Gear Case
Eng—Unit with Engine
Ext-Ds—External Drive Shaft
F—Fabric
f—(Oiling System)—Rocker Arm
¾F—¾ Floating
½F—½ Floating
F F—Full Floating

CHASSIS—Continued

BRAKES		FRONT AXLE					STEERING GEAR				SPRINGS				SHACKLES		FRAME			CHASSIS LUBRICATION			WHEELS		MAKE AND MODEL
Hand											Front		Rear												
Type and Location	Braking Area (Sq. Ins.)	Make	Axle Section Type	Camber (°)	Caster (°)	Axle End Type	Make	Type	Ratio (to one)	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (Ins.)	Type	Length and Width (Ins.)	Make	Type	Make	Material SAE No.	Side Rail Depth, Flange Width and Stock Thickness (Ins.)	Make	Type	Rim Make	Type	Make	
IF	264	...	I.	1½	1½	RE	Ross.	C&L.	16	44	½E.	42x2¼	½E.	60x2¼	RSI.	R.	Own.	...	.....	Al.	PG.	Cle.	A.	Bim.	Peerless De L Mas. 8
IF	296	...	I.	1½	1½	RE	Ross.	C&L.	16	48	½E.	42x2¼	½E.	60x2¼	RSI.	R.	Own.	...	.....	Al.	PG.	Cle.	A.	Bim.	Peerless De L Cus. 8
IF	291⅜	Own.	I.	1	1¾	RE	Ross.	C&L.	...	...	½E.	38x2	½E.	61x2½	Faf.	B.	Par.	...	8x2½x⅜	...	PG.	...	A.	Kel.	Pierce-Arrow. 54
IF	291⅜	Own.	I.	1	1¾	RE	Ross.	C&L.	...	...	½E.	38x2	½E.	61x2½	Faf.	B.	Par.	...	8x2½x⅜	...	PG.	...	A.	Kel.	Pierce-Arrow. 53-52
ET	36⅔	...	I.	...	•	RE.	....	.....	...	...	½E.	35½x	½E.	53⅜x	.....	M.	...	...	.....	Ze.	PG.	...	W.	.....	Plymouth.
IF	182	...	I.	...	...	RE.	....	W&S.	14	...	½E.	36x2	½E.	54x2	In.	R.	...	...	.....	...	...	..	Opt.	Kel.	Pontiac. Six
IF	195	...	I.	...	...	RE	....	W&S.	18	...	½E.	36x2	½E.	54½x2	In.	R.	...	...	.....	...	...	..	Opt.	.....	Pontiac. Eight
ET.	51¼	....	I.	...	...	RE.	Ross.	C&L.	...	...	½E.	37¼x	½E.	55¾x	Try.	M	...	...	.....	Ze.	PG.	...	A°.	..	Reo. 6-21, 6-25
ET.	51¼	....	I.	...	...	RE.	Ross.	C&L.	...	...	½E.	38½x	½E.	57½x	Own.	M	...	...	.....	Far.	CR.	...	A°.	Mot.	Reo. 8-31, 8-35
ET.	51¼	....	I.	...	...	RE.	Ross.	C&L.	...	...	½E.	37¼x	½E.	55¾x	Try.	M	...	...	.....	Ze.	...	...	A°.	Mot.	Reo. 8-21, 8-25
IF	...	...	I.	...	...	RE	Ross.	C&L.	...	...	½E.	35½x	½E.	54x	Try.	M	...	...	.....	...	...	...	W	.....	Rockne. 65
IF	...	...	I.	...	...	RE	Ross.	C&L.	...	...	½E.	36x	½E.	54x	Try.	M	...	...	.....	...	...	...	W	.....	Rockne. 75
IF	143¾	Own.	I.	1	2	RE	Ross.	C&L.	...	38¾	½E.	36x1¾	½E.	54x1¾	Try.	M	Mid.	...	6x2½x⅜	Al.	PG.	...	A°.	Bud°.	Studebaker. Six 55
IF	147	Own.	I.	1	2	RE	Ross.	C&L.	...	...	½E.	36x1¾	½E.	54x1¾	Try.	M	Mid.	...	6x2x⅜	Al.	PG.	...	W	Kel.	Studebaker. Dic 62
IF	186½	Own.	I.	1	1¾	RE	Ross	C&L.	...	40½	½E.	36x2	½E.	56x2	Faf	B.	Mid.	...	6½x2x⅜	Al.	PG.	...	W	Kel.	Studebaker. Com. 71
IF	276¾	Own.	I.	1	1¼	RE	Ross.	C&L.	...	42½	½E.	38x2	½E.	60x2½	Faf	B.	Mid.	...	8x2½x⅜	Al.	PG.	...	W	Kel.	Studebaker. Pres. 91
ET.	45	Sal.	I.	1	2	RE	Gem.	W&R.	...	38	½E.	38x2¼	½E.	60x2¼	Own.	M	Own.	...	7x2½x⅜	Bij.	CR.	Mot.	A°.	Mot.	Stutz. LAA
ET.	43¾	Tim.	I.	1	2	RE	Gem.	W&R.	...	48	½E.	40x2¼	½E.	62¼x2¼	Own.	M	Own.	...	7¾x2x⅜	Bij.	CR.	Mot.	A°.	Mot°	Stutz. SV-16
ET.	43¾	Tim.	I.	1	2	RE	Gem.	W&R.	...	...	½E.	40x2¼	½E.	62¼x2¼	Own.	M	Own.	...	7¾x2x⅜	Bij.	CR.	Mot.	A°.	Mot°	Stutz. DV-32
IF	194⅝	...	...	...	...	...	Gem.	W&S.	...	...	½E.	39x	½E.	56x	Try.	M	...	...	.....	Al.	PG.	...	W.	.....	Willys-Knight. 66D
IF	155⅝	...	...	...	...	...	Gem.	W&S.	...	...	½E.	36½x	½E.	51x	Try.	M	...	...	.....	Al.	PG.	...	W.	.....	Willys-Knight. 95
IF	155⅝	...	...	...	...	...	Own.	...	...	...	½E.	36½x	½E.	51x	Try.	M	...	...	.....	Al.	PG.	...	W	.....	Willys-Overland. 6-90
IF	194⅝	...	...	...	...	...	Gem.	W&S.	...	...	½E.	39x	½E.	56x	Try.	M	...	...	.....	Al.	PG.	...	W	.....	Willys-Overland. 8-88

M—Metal (Shackles)
m—Metal (Universals)
Mec—Mechanics
Mid—Midland
Mot—Motor Wheel
Mun—Muncie Products
NP—New Process
Opt—Optional
PG—Pressure Gun
Par—Parish
PS—Pressed Steel
RB—Rubber Blocks
RE—Reverse Elliott
r-m—Rubber and Metal (Shackles)
Roc—Rockford
RS—Rolled Steel
RSI—Rubber Shock Insulator
Russ—Russel
Sag—Saginaw
Sal—Salisbury
SB—Spiral Bevel
Sil—Silentbloc
Smi—Smith
Spi—Spicer
Spr—Springs
St—Steel
STM—St. Marys
STS—Standard Spring Steel Co.
T—Tubular
TA—Torque Arm
TT—Torque Tube
T½—Transverse Semi-Elliptic
Tim—Timken
UP—Universal Products
UPM—Universal Products and Mechanics
Var—Varies
W—Wire Wheels
War—Warner Corp.
W-G—Warner Gear
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

TAXICABS

TRANSMISSION												RUNNING GEAR										MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle					Brakes				Steering Gear						
												Type and Location										
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Foot	Hand	Shackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
N-P	MDD	N-P.	Eng.	...	2-Spicer.	m.	Col.	¾F.	Hyp.	5.09	Sp.	Sp.	Int-Fw.	Ext-Ds.	F.	Col.	Ross.	C&L.	PG.	56⅜	D.	Truscon	Checker. M-1932
Long	MDD	B-L.	Eng.	...	2-Spicer.	m.	Tim.	½F.	SB.	4.56	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Eaton.	Sag.	.....	PG.	57⅛	D.	Mid.	General. 393-912
Fuller	MDD	Fuller.	Eng.	...	2-Spicer.	m.	Col.	FF.	SB.	4.9	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Col.	Ross.	C&L.	PG.	59	D.	Truscon	Paramount. F

Gra—Gravity
Heli—Helical Gear
Hyp—Hypoid
I—In Head
Int—Integral
Int-Fw—Internal Four Wheels
L—Both Valves at Side
m—Metal
MDD—Multiple Dry Disc
Mid—Midland Steel
Mp—Mechanical Pump
N-P—New Process
PG—Pressure Gun
R—Rubber
Sag—Saginaw
SB—Spiral Bevel
Sil—Silicon Chromium
Sp—Springs
Tim—Timken
Vac—Vacuum

[redacted]

AMERICAN PASSENGER

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke	Rated H. P. (N.A.C.C.)	Piston Displacement	Compression Ratio (to 1)	Maximum Brake Horsepower at Specified R.P.M.	Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. of Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ½—Separate Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Exhaust Valve Head Material	VALVES: Exhaust Valve Port Opening (Ins.)	VALVES: Intake Valve Port Opening (Ins.)	VALVES: Valve Lift (Ins.)	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic Gear	PISTON: Material	PISTON: Length (Ins.)	PISTON: Weight (Ozs.)	PISTON: Pin Center to Top of Head (Ins.)	PISTON: No. of Rings and No. above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	Connecting Rods: Material	Connecting Rods: Center to Center Length (Ins.)
Auburn 8-100	Lyc GU	8-3x4¾	28.8	268.6	5.26	98-3400	Ver.	4	Ru.	8	CI.	PS.	L.	Sil.			11/32	Ch.	Whit.	Als.	3¾	20½	2⅝	4-4	⅞x2½	Pis.	1035	
Auburn 12-160	Lyc BB	12-3½x4¼	46.8	391.0	5.50	160-3400	Vee.	4	Ru.	12	CI.	PS.	H.	Sil.	1⅜	1⅜	11/32	Ch.	L-B.	Als.	3⅞	22⅝	2⅜	4-4	⅞x2½	FF.	1035	9⅞
Austin	Own	4-2.2x3	7.8	45.6	5.00	13-3200	Ver.		Ri.	4			L.							Al								
Buick 32-50	Own	8-2⅝x4¼	27.6	230.4	4.65	78½-3200	Ver.	4	Ru.	8	CI.	PS.	I.	Sil.	1⅝	1⅝	11/32	Ge.	GE.	CI.	3½	28.3	2⅜	3-3	¾x2½	Pis.	CS.	9
Buick 32-60	Own	8-3⅛x4⅝	30.0	272.6	4.63	90-3000	Ver.	4	Ru.	8	CI.	PS.	I.	Sil.	1⅜	1⅜	11/32	Ge.	GE.	CI.	3⅝	30.83	2¼	3-3	⅞x2⅝	Pis.	CS.	9¾
Buick 32-80, 32-90	Own	8-3½x5	35.12	344.8	4.40	104-2900	Ver.	4	Ru.	8	CI.	PS.	I.	Sil.	1⅜	1⅝	11/32	Ge.	GE.	CI.	3⅞	35.71	2⅝	3-3	⅞x2⅛	Pis.	CS.	11
Cadillac 355-B	Own 355-B	8-3⅜x4⅝	36.45	353.0	5.38	115-3200	Vee.	6	Ru	4	Al‡	PS.	L.	Sil.	1½	1½	23/32	Ch.	Mor	CI.	3⅛	30.4	1.775	4-3	⅞x3½	Rod.	AS.	10½
Cadillac 370-B	Own 370-B	12-3½x4	46.9	368.0	5.30	135-3400	Vee.	6	Ru.	6	Al‡	PS.	I.	Sil.	1⅝	1⅝	23/32	Ch.	Mor.	CI.	3⅞	27.15	1⅝	4-3	⅞x2⅝	Rod.	AS.	9¼
Cadillac 452-B	Own 452-B	16-3x4	57.5	452.0	5.35	165-3400	Vee.	5	Ru.	8	Al‡	Al	I.	Sil.			23/32	Ch.	Mor.	MI.	3⅞	19.68	1¼	4-3	⅞x2⅝	Rod.	ChM.	9¼
Chevrolet	Own c	6-3⅛x3¾	26.3	193.9	5.20	60-3000	Ver.		Ru.	6	CI.	PS.	I.					Ge.	Var.	CI.									
Chrysler Six	Own	6-3¼x4½	25.3	223.9	5.35	82-	Ver.	Fl	Ru.	6	CI.	PS.	L.					Ch.		Als.				4-4	23/32x	FF.		8¾
Chrysler Eight	Own	8-3¼x4½	23.8	298.6	5.20	100-3400	Ver.	Fl	Ru.	8	CI.	PS.	L.					Ch.		Als.				4-4	23/32x	FF.		9
Chry. Imp. & Cus. Imp. 8	Own	8-3½x5	39.2	384.8	5.20	125-3200	Ver.	Fl	Ru.	8	CI.	PS.	L.					Ch.		Als.				5-5	23/32x	FF.		
Cord L-29	Lyc FD	8-3¼x4½	33.8	298.6	5.25	115-3300	Ver.	4	Ri.	8	CI.	PS.	L.					Ch.	L-B.	Als.				4-4	⅞x	Pis.		
Cunningham V-10	Own	8-3¾x5	45.0	441.7	5.0	110-2500	Vee.	4	Ri.	4	Al‡	Al.	L.	Sil.	1¾	1¾	5/8	Ge.	GE.	CI.	4 1/64	30	2¼	3-3	⅝x3 11/64	FF.	CS.	10½
De Soto Six	Own SA	6-3¼x4¼	25.3	211.5	5.35	75-3400	Ver.	4	Ru.	6	CI.	PS.	L.					Ch.		Als.				3-3	23/32x	FF.		
De Vaux 6-75	Hall 40-A	6-3⅜x4	27.3	214.7	5.41	70-3400	Ver.	4	Ri.	6	CI.	PS.	L.					Ch.		Al				4-4	23/32x	FF.		
Dodge Bros. Six	Own	6-3¼x4⅜	25.3	217.7	5.35	79-3400	Ver.	Fl	Ru.	6	CI.	PS.	L.					Ch.	Mor°	Als.				4-4	23/32x	FF.		
Dodge Bros. Eight	Own	8-3¼x4¼	33.8	282.0	5.20	90-3400	Ver.	Fl	Ru.	8	CI.	PS.	L.					Ch.	Mor.	Als.				4-4	23/32x	FF.		
Duesenberg J	Own J	8-3¾x4¾	45.0	420.0	5.20	265-4200	Ver.	4	Ru.	8	CI.	Al	I.	Sil.			23/32	Ch.	L-B.	Al	4⅜	20	2⅝	4-4	1 7/32x3 17/32	FF.	Du.	9⅝
DuPont G	Own	8-3⅜x4½	36.4	322.0	5.3	130-3200	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	L-B.	Als.									
Durant 621-622	Cont. 22A	6-3¼x4	25.4	199.0	5.32	71-3300	Ver.	4	RR.	6	CI.	PS.	L.	Chr.			11/32	Ch.	Mor.	Als.	3⅝	23		4-4	23/32x2¾	FF.	1045	8⅝
Essex Super 6	Own	6-2⅝x4¾	20.7	193.1	5.50	70-3200	Ver.	4	Ru.	6	CI.	PS.	L.					Ch.	Mor.	Al									
Ford A	Own	4-3⅞x4¼	24.0	200.5	4.20	40-2200	Ver.	3	Spr.	4	CI.	PS.	L.					Ge.	Var.	Al									
Franklin Airman	Own	6-3½x4¾	29.4	274.2	5.30	100-3100	Ver.	4	Ri.		Al‡		I.					Ch.	Whit.	Als.									
Graham Six	Own	6-3⅛x4½	23.4	207.1	5.40	70-3200	Ver.		Ri.	6	CI.	PS.	L.					Ch.	L-B.	Als.	3 13/32	16		3-3	⅝x2⅝	Pis.		9¼
Graham Eight	Own	8-3⅛x4	31.2	245.4		90-3400	Ver.		RR.	8	CI.	PS.	L.	Sil.			5/16	Ch.	L-B.	Als.	3 13/32	16		3-3	⅝x2⅝	Pis.		8⅝
Hudson Great 8	Own	8-3x4½	28.8	254.4	5.80	101-3600	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	Mor.	Al.									
Hupmobile 214	Own S	6-3¼x4¼	25.3	211.5	5.10	70-3200	Ver.	4	Ru.	6	CI.	PS.	L.					Ch.	Whit.	Als.									
Hupmobile 218	Own I	8-2⅞x4⅝	26.4	240.2	5.20	90-3200	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	Mor...	Al									
Hupmobile 221	Own C	8-3x4¾	28.8	268.6	5.20	100-3200	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	Mor.	CI.									
Hupmobile 225, 237	Own H,U	8-3½x4¾	39.2	365.6	5.20	133-3400	Ver.		RR.	8	CI.	PS.	L.					Ch.	Mor.	Al									
Hupmobile 216	Own	6-3⅜x4¼	27.3	228.1	5.00	75-3200	Ver.	4	Ru.	6	CI.	PS.	L.				5/16	Ch.	Whit.	Als.				4-4	⅞x	Rod.	1040	8¼
Hupmobile 222	Own	8-2⅝x4⅝	27.6	250.7	5.40	93-3200	Ver.	4	Ru.	8	CI.	PS.	L.				11/32	Ch.	Mor.	Al				4-4	⅞x	FF.	1040	9⅛
Hupmobile 226	Own	8-3⅛x4¾	30.0	279.9	5.48	103-3200	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	Mor.	Al				4-4	⅞x	FF.	1040	9½
La Salle 345-B	Own	8-3⅜x4⅝	36.4	353.3	5.38	115-3000	Vee.	6	Ru.	4	Al‡	PS.	L.	Sil.	1½	1½	23/64	Ch.	Mor.	CI.	3 11/32	30.4	1.775	4-3	⅞x3 1/32	Rod.	AS.	10½
Lincoln 8	Own	8-3½x5	39.2	384.8		120-2900	Vee.			4	Al‡	PS.	L.					Ch.	Mor.	Al									
Lincoln 12	Own	12-3¼x4½	50.7	447.9		150-3400	Vee.			6	Al‡	PS.	L.					Ch.		Al									
Marmon 8-125	Own	8-3¼x4¾	33.8	315.2	5.50	125-3400	Ver.			8			L.	Sil.				Ch.	Dia.	Al	4½	23		4-4	⅞x2⅝	FF.		9½
Marmon 16	Own	16-3⅛x4	62.5	490.8	6.00	200-3400	Vee.			16	Al.		I.	Sil.				Ch.	Dia.	Al	3⅝	17.3		3-3	⅞x2⅝	FF.		8
Nash 960	Own 960	6-3⅛x4⅜	23.4	201.3	5.00	65-3200	Ver.	4	RR.	6	CI.	PS.	L.	Sil.			5/16	Ge.	Cel.	Als.	3⅝	21		4-4	⅞x2 13/64	FF.	1040	8¼
Nash 970	Own 970	8-2⅞x4⅜	26.4	227.2	5.00	78-3200	Ver.	4	Ru.	8	CI.	PS.	L.	Sil.			5/16	Ch.	Dia.	Als.	3⅞	18		4-4	⅝x2 13/64	FF.		8¼
Nash 980	Own 980	8-3x4¼	28.8	240.0	5.25	94-3400	Ver	4	Ru.	8	CI.	PS.	I.	Sil.			11/32	Ch.	Dia.	Als.	3⅝	19¼		4-4	⅝x2 13/64	FF.		8⅝
Nash 990	Own 990	8-3¼x4½	33.8	298.6	5.25	115-3600	Ver.	4	Ru.	8	CI.	PS.	I.	Sil.			11/32	Ch.	Dia.	Als.	3⅞	24		4-4	⅞x2 13/64	FF.	Al	9½
Oldsmobile F-32	Own	6-3⅛x4⅛	23.4	213.3	5.3	71-3200	Ver.	4	Ru.	6	CI.	PS.	L.	Sil.			23/64	Ch.	Whit.	CI.	3⅞	34	2⅜	3-3	13/32x2⅛	Rod.	1340	9
Oldsmobile L-32	Own	8-3x4¼	28.8	240.3	5.5	82-3200	Ver.	4	Ru.	8	CI.	PS.	L.	Sil.			.3	Ch.	Whit.	CI.	3⅝	30	2⅛	4-4	13/32x2⅜	Rod.	1340	9
Packard Light 8	Own	8-3⅜x5	32.5	319.2	6.0	110-3200	Ver	4	Ru.	8	Al‡	Al	L.	Sil.			23/64	Ch.	Mor.	Als.			2½	4-4	⅞x	FF.	CS.	10⅞
Packard Std. 8	Own	8-3⅜x5	32.5	319.2	6.0	110-3200	Ver.	4	Ru.	8	Al‡	Al	L.					Ch.	Mor.	Als.				4-4	⅞x	FF.		
Packard DeLuxe 8	Own	8-3½x5	39.2	384.8	6.00	135-3200	Ver.	4	Ru.	8	Al‡	Al	L.	Sil.				Ch.	Mor.	Als.				4-4	⅞x	FF.		
Packard 142-147	Own	12-3⅞x3½	56.7	389.8	6.00	150-3600	Vee.	4	Ru.	12	CI.	Al	H.	Sil.			5/16	Ch.	Mor.	Als.			2½	4-4	1x2 11/16	FF.	CS.	9⅜
Peer. DeL.Mas.& Cus.8	Con 13K	8-3⅜x4½	36.4	322.0	5.00	115-3200	Ver	4	Ru.	8	CI.	PS.	L.					Ch.	L-B.	Als.				4-4	23/32x	FF.		
Pierce-Arrow 54	Own	8-3½x4¾	39.2	366 0	5.05	125-3000	Ver.		Ru.	8	CI.	PS.	L.	Sil.			23/64	Ch.	Whit.	Als.	4¼			4-4	⅜x3 1/16	Pis.	CS.	9.03
Pierce-Arrow 53	Own	12-3¼x4	50.7	398.0	5.05		Vee.	5	Ru.	6			L.	Sil.			5/16	Ch.	Whit.	Als.	4			4-4	⅞x2¾	FF.	CS.	9⅝
Pierce-Arrow 52	Own	12-3⅝x4	54.6	429.0	5.05		Vee.	5	Ru.	6			L.	Sil.			5/16	Ch.	Whit.	Als.	4			4-4	⅞x2¾	FF.	CS.	9⅝
Plymouth	Own	4-3⅝x4¾	21.0	196.1	4.90	56-2800	Ver.		Fl.	4	CI.	PS.	L.						Own	Al				4-4	¾x	Pis.		
Pontiac Six	Own	6-3⅝x3⅞	26.3	200.4	4.90	65-3000	Ver.		Ru.	6	CI.	PS.	L.					Ch.	Mor.	SS.					1⅛x	Rod.		
Pontiac Eight	Own	8-3⅞x3⅝	37.8	251.0	5.20	85-3400	Vee.		RR.	8	CI.	PS.	H.					Ch.	Mor.	SS.					1⅛x	Rod.		
Reo 6-21, 6-25	Own	6-3⅜x5	27.3	268.3	5.30	85-3200	Ver.		RR.	6	CI.	PS.	L.					Ch.	Mor.	Al					23/32x	Pis.		
Reo 8-31, 8-35	Own	8-3⅜x5	36.5	357.8	5.30	125-3300	Ver.		RR.	8	CI.	PS.	L.					Ch.	Mor.	Al					23/32x	FF.		
Reo 8-21, 8-25	Own R800	8-3x4¾	28.8	268.6	5.37	90-3300	Ver.		RR.	8	CI.	PS.	L.					Ch.	L-B.	Als.					23/32x	FF.		
Rockne 65	Own	6-3⅛x4½	23.4	189.9	5.20	65-3200	Ver.		Ru.	6	CI.	PS.	L.					Ch.	Mor.	CI.					⅞x	Pis.		
Rockne 75	Own	6-3¼x4⅛	25.4	205.3	5.00	72-3200	Ver.		Ru.	6	CI.	PS.	L.					Ch.	Whit.	CI.					⅞x	Pis.		
Studebaker Six 55	Own	6-3¼x4⅝	25.4	230.0	5.00	80-3200	Ver.	4	Ru.	6	CI.	PS.	L.	Sil.			5/16	Ch.	Whit.	CI.	3⅞	26.9			⅞x2 7/8	Pis.		10
Studebaker Dic. 62	Own	8-3⅛x3¾	30.0	221.0	5.00	81-3200	Ver.	4	Ru.	8	CI.	PS.	L.	Sil.			11/32	Ge.	Cel.	CI.	3⅝	27.8			⅞x2⅝	Pis.		8¼
Studebaker Com. 71	Own	8-3⅛x4¼	30.0	250.4	5.15	101-3200	Ver.	4	Ru.	8	CI.	PS.	L.	Sil.			11/32	Ge.	Cel.	Als.	3¾	16.96		4-4	⅞x2⅝	Pis.		8
Studebaker Pres. 91	Own	8-3½x4⅝	39.2	337.0	5.10	122-3200	Ver	4	Ru.	8	CI.	PS.	L.	Sil.			11/32	Ge.	Var.	Als.	4¼	20		4-4	⅝x3 1/16	Pis.		9 3/32
Stutz LAA	Own	6-3⅜x4½	27.3	241.5	5.25	85-3150	Ver.	4	RR.	6	CI.		O.	CN.			11/32	Ch.	L-B.	Als.	4 3/32	29		4-4	13/32x2 21/32	FF.	Al	9¼
Stutz SV-16	Own	8-3⅜x4½	36.4	322.0	5.50	113-3300	Ver.	3	Ri.	8	CI.		O.	CN.			11/32	Ch.	L-B.	Als.	4 3/32	29		4-4	13/32x2 21/32	FF.	Al	9¼
Stutz DV-32	Own	8-3⅜x4½	36.4	322.0	5.00	156-3900	Ver.	3	Ri.	8	CI.		O.	CN.			11/32	Ch.	L-B.	Als.	4 3/32	27		4-4	13/32x2 21/32	FF.	Al	9¼
Willys Knight 66D	Own 66D	6-3⅜x4¾	27.3	255.0	5.50	87-3200	Ver.	4	Ru.	6	CI‡	PS.	S.	S.	S.	S.	S.	Ch.	L-B.	Als.				4-4	⅞x	Rod.	CS.	11
Willys Knight 95	Own 95	6-2⅝x4⅜	20.7	177.9	5.50	60-3400	Ver.	4	Ru.	6	CI‡	PS.	S.	S.	S.	S.	S.	Ch.	L-B.	Als.				4-4	23/32x	FF.	CS.	10
Willys Overland 6-90	Own 6-90	6-3¼x3⅞	25.3	192.9	5.26	65-3400	Ver.	4	Ru.	6	CI.	PS.	L.	Sil.	1 3/32	1⅞	5/8	Ch.	L-B°	CI.				3-3	⅝x	Rod.	CS.	8¼
Willys Overland 8-88	Own 8-88	8-3⅛x4	31.2	245.4	5.26	80-3200	Ver.	4	Ru.	8	CI.	PS.	L.					Ch.	L-B°	CI.				4-	23/32x	Rod.		

ABBREVIATIONS:

*—Crankcase Ventilator
°—Others used
a—Main bearings
Al—Aluminum
A-L—Auto-Lite
Als—Aluminum Alloy with strut
AM—Air Maze
AS—Alloy Steel
Au—Automatic
b—Connecting Rods
B-B—Ball and Ball
c—Camshaft bearings
C—Cellular
Car—Carter (Carburetor)
Ce—Centrifugal
Cel—Celoron
Ch—Chain
CN—Chrome Nickel
CI—Cast Iron
Cont—Continental
CS—Carbon Steel
d—Wristpins
Det—Detroit Lubricator Co.
DeJ—DeJon
Di—Distillation
Dia—Diamond Chain
Die—Die Cast
DM—Direct Mechanical (Sliding Gear)
D-R—Delco-Remy
Dyn—Dyneto
e—Timing Drive
Fed—Fedders
FF—Full Floating
Fi—Filter
Fl—Floating
G—Gravity
GE—General Electric
Ge—Gear
H—Horizontal
Ha—Handy
Har—Harrison
I—Valve in Head
In—Inertia

CAR ENGINES

Connecting Rods			CRANKSHAFT						OILING SYSTEM					COOLING SYSTEM				FUEL SYSTEM				ELECTRICAL SYSTEM						CAR MAKE AND MODEL
	Lower Bearing					Main Bearings										Radiator				Air Cleaner		Ignition						
Weight (Ozs.)	Diameter and Length (Ins.)	Type	Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length (Ins.)	Rear Diameter and Length (Ins.)	Pressure to	Pump Type	Cleaner Type	Oil Cooler Make	Oil Cooler Type	Type	Thermostat	Make	Core Type	Carburetor Make and Size (Ins.)	Fuel Feed	Make	Type	Make	Spark Control	Spark Plug Size	Generator and Starter Make	Starter Engagement	Battery Capacity Amp. Hrs.	
38	2⅛x1¼	Spu.	....	No..	Yes.	5	2⅜x1⅜	2⅜x1⅝	abcde	Ge..	Fi...	No..	No..	Pu..	Y..	Jam..	C..	Str...1¼	Mp	No..	No..	D-R.	S-A.	⅞	D-R.	....	104	**Auburn** 8-100
38¾	2½x1¼	Spu.	....	Yes.	Yes.	4	3x2⅝	3x2⅝	abcde	Ge..	Fi...	No..	No..	Pu..	Y..	Fed..	C..	Str...1¼	Mp.	No..	No..	D-R.	S-A.	M	D-R.	In..	121	**Auburn** 12-160
....	....	....	....	No..	No..	2	....	....	abc	....	No..	No..	No..	....	N..	....	....	Til.....	G..	No..	No..	A-L	....	....	A-L	....	43	**Austin**
32	2⅛x1⅜	Pou.	No..	Yes.	Yes.	5	2⅝x1⅜	2⅝x1⅜	abc	Ge..	Fi*..	Har.	W	Pu..	Y..	Har..	C..	Mar..1¼	Mp.	AC.	St..	D-R.	S-A.	18MM	D-R.	DM..	100	**Buick** 32-50
39.65	2⅜x1⅝	Pou.	No..	Yes.	Yes.	5	2⅝x1⅜	2⅝x2⅛	abc	Ge..	Fi*..	Har.	W	Pu..	Y..	Har..	C..	Mar..1⅝	Mp.	AC.	St..	D-R.	S-A.	18MM	D-R.	DM..	120	**Buick** 32-60
49½	2⅝x1⅞	Pou.	No..	Yes.	Yes.	5	2⅝x1⅝	2⅝x2⅛	abc	Ge.	Fi*..	Har.	W	Pu..	Y..	Har..	C..	Mar..1⅞	Mp.	AC.	St..	D-R.	S-A.	18MM	D-R.	DM..	135	**Buick** 32-80, 32-90
32⅞	2⅜x1⅜	Pou.	½	Yes.	Yes.	3	2⅜x1⅝	2⅜x2⅛	abcde	Ge..	Fi*..	No..	No..	Pu..	Y..	Har..	C..	Own...2	Mp.	AC.	St..	D-R.	Au..	18MM	D-R.	DM..	130	**Cadillac** 355-B
31.8	2½x1⅜	Pou.	No..	Yes.	Yes.	4	2⅝x2⅜	2⅝x3⅜	abcde	Ge.	Fi*..	No..	No..	Pu..	Y..	Har..	C..	Det..1½	Mp.	AC.	St..	D-R.	Au..	18MM	D-R.	DM..	160	**Cadillac** 370-B
31.8	2½x1½	Pou.	No..	Yes.	Yes.	5	2⅝x2⅜	2⅝x3⅜	abcde	Ge..	Fi*..	No..	No..	Pu..	Y..	Har..	C..	Det..1½	Mp.	AC.	St..	D-R.	Au..	18MM	D-R.	DM..	190	**Cadillac** 452-B
....	....	....	....	Yes.	Yes.	3	....	....	....	....	*	....	....	Pu..	....	....	....	Car.....	Mp.	AC.	St..	D-R.	....	....	D-R.	....	90	**Chevrolet**
....	1⅝x1⅜	....	....	Yes.	Yes.	4	....	....	abce.	Ge..	*	....	....	Pu..	Y..	....	....	B-B.....	Mp.	....	....	D-R.	....	14MM	D-R.	....	100	**Chrysler** Six
....	2⅜x1⅜	....	....	Yes.	Yes.	5	....	....	abce.	Ge..	*	....	....	Pu..	....	....	....	Str...1½	Mp.	....	....	D-R.	....	14MM	D-R.	....	117	**Chrysler** Eight
....	2⅜x1⅜	....	....	Yes.	Yes.	9	....	....	abce.	Ge..	*	....	....	Pu..	....	....	....	Str.....	Mp.	....	....	D-R.	S-A.	14MM	D-R.	....	153	**Chry. Imp. & Cus. Imp.** 8
....	2⅛x1½	....	....	Yes.	Yes.	5	....	....	abce.	Ge.	Fi*..	....	....	Pu..	Y..	....	....	Sch.....	Mp.	No..	No..	D-R.	S-A.	....	D-R.	....	104	**Cord** L-29
48¾	2⅝x1¾	Pou.	No..	Yes.	No..	3	2¾x3	2¾x3⅜	abce.	Ge..	Fi..	....	....	Pu.	Y..	....	C.	Str.....	V.	AM.	St.	N-E..	S-A.	⅞	D-R.	In..	135	**Cunningham** V-10
....	1⅝x1⅜	....	....	Yes.	Yes.	4	....	....	abce.	Ge..	No..	No..	No..	Pu..	Y..	....	....	B-B.....	Mp.	AC.	St..	D-R.	....	....	D-R.	....	84	**De Soto** Six
....	2x1⅜	....	....	No..	Yes.	4	....	....	abce.	Ge..	Fi*..	No..	No..	Pu..	Y..	....	....	Til.....	Mp.	AC.	St..	A-L.	....	....	A-L.	....	119	**De Vaux** 6-75
....	1⅝x1⅜	....	....	Yes.	Yes.	4	....	....	abce.	Ge..	No*..	No..	No..	Pu..	Y..	....	....	Car.....	Mp.	AC.	St..	D-R.	....	....	D-R.	....	84	**Dodge Bros.** Six
....	2⅜x1⅜	....	....	Yes.	Yes.	5	....	....	abce.	Ge..	Fi*..	No..	No..	Pu..	....	....	....	Str.....	Mp.	AC.	St..	D-R.	....	....	D-R.	....	117	**Dodge Bros.** Eight
18	2⅞x1¾	Pou.	¼	Yes.	Yes.	5	2¾x3⅝	2¾x2⅞	abcde	Ge..	Fi*..	No..	No..	Pu..	N..	Win..	C.	Sch...1½	Pr.	No..	No..	D-R.	S-A.	18MM	D-R.	In..	160	**Duesenberg** J
....	....	....	....	No..	Yes.	5	....	....	abc	Ge..	Fi..	No..	No..	Pu..	N..	....	....	Sch.....	Mp	No..	No..	D-R.	....	....	D-R.	....	130	**DuPont** G
32	2x1⅜	Spu.	....	No..	Yes.	4	2⅜x1⅞	2⅜x1⅞	abce.	Ge..	Fi*..	No..	No..	Pu.	Y..	McC°	T°.	Til...1¼	Mp	AC.	St..	A-L..	S-A.	18MM	A-L.	In..	106	**Durant** 621-622
....	....	....	....	Yes.	Yes.	3	....	....	e....	....	No*.	No..	No..	....	N.	....	....	Mar....	V.	AC.	St..	A-L.	....	....	A-L.	....	....	**Essex** Super 6
....	....	....	....	No..	No..	3	....	....	....	Ge.	No..	No..	No..	Pu.	N..	....	....	Zen....	G..	No..	No..	O.	S-A.	⅞	A-L.	In..	80	**Ford** A
....	....	....	....	Yes.	Yes.	7	....	....	....	Ge.	Fi*..	No..	No..	Air..	....	....	....	Str....	Mp	AC.	St..	D-R.	....	....	D-R.	....	135	**Franklin** Airman
....	2¼x1¼	Pou.	....	No..	No..	7	2¼x1⅝	2½x2	abce.	Ge.	No..	No..	No..	Pu..	Y..	Long.	T.	Sch..1¼	Mp.	AC.	St..	D-R.	Au..	⅞	D-R.	DM..	84	**Graham** Six
....	2⅛x1¼	Pou.	....	No..	Yes.	5	2½x1⅝	2½x2	abce.	Ge.	Fi*..	No..	No..	Pu..	Y..	Long.	T.	Det..1½	Mp.	AC.	St..	D-R.	Au..	⅞	D-R.	DM..	100	**Graham** Eight
....	....	....	....	Yes.	Yes.	5	....	....	e....	....	No*.	No..	No..	....	N..	....	....	Mar....	....	AC.	St..	A-L.	....	....	A-L.	....	....	**Hudson** Great 8
....	....	....	....	Yes.	No..	4	....	....	abcde	Ge.	Fi*..	No..	No..	Pu.	Y..	....	....	Str....	V.	Ha..	St..	A-L.	....	....	A-L.	....	100	**Hupmobile** 214
....	....	....	....	Yes.	Yes.	5	....	....	abcde	Ge.	Fi*..	No..	No..	Pu.	....	....	....	Str....	Mp.	AC.	St..	A-L.	....	....	A-L.	....	110	**Hupmobile** 218
....	....	....	....	Yes.	Yes.	5	....	....	abcde	Ge.	Fi*..	No..	No..	Pu.	....	....	....	Str....	Mp.	AC.	St..	A-L.	....	....	A-L.	....	110	**Hupmobile** 221
....	....	....	....	Yes.	Yes.	5	....	....	abcde	Ge.	Fi*..	Yes.	Air..	Pu.	....	....	....	Str....	Mp.	AC.	St..	A-L.	....	....	A-L.	....	132	**Hupmobile** 225, 237
....	2⅛x1¼	Spu.	....	Yes.	No..	4	2.33x1⅝	2.39x2⅛	abcde	Ge.	Fi*..	Har.	W	Pu.	Y..	McC.	C.	Str...1¼	Mp	AC.	St..	A-L.	....	18MM	A-L.	In..	121	**Hupmobile** 216
....	2¼x1.14	Spu.	....	Yes	Yes.	5	2.45x1½	2⅝x2¼	abcde	Ge.	Fi*..	Har.	W	Pu.	Y.	McC.	C.	Str...1¼	Mp	AC	St.	A-I..	....	18MM	A-L.	In.	121	**Hupmobile** 222
....	2⅜x1¼	Spu.	....	Yes.	Yes.	5	2.41x1⅜	2⅝x2¼	abcde	Ge.	Fi*..	Har.	W	Pu.	Y.	McC.	C.	Str...1¼	Mp	AC	St.	A-L.	....	18MM	A-L.	In.	121	**Hupmobile** 226
32⅞	2⅜x1⅜	Pou.	½	Yes.	Yes.	3	2⅜x1⅜	2⅜x2⅞	abcde	Ge.	Fi*..	No..	No..	Pu.	Y..	Har.	C.	Own...2	Mp.	AC.	St..	D-R.	Au.	18MM	D-R.	DM..	130	**La Salle** 345-B
....	....	....	....	Yes.	Yes.	5	....	....	abce.	Ge.	Fi.	No..	No..	Pu.	Y..	....	....	Str.....	Mp.	Uni.	St..	A-L.	....	....	A-L.	....	135	**Lincoln** 8
....	....	....	....	Yes.	Yes.	7	....	....	abce.	Ge.	....	....	....	....	....	....	....	Str.....	Mp.	....	....	....	....	....	....	....	....	**Lincoln** 12
60	2⅜x1½	Spu.	....	No..	Yes.	5	2⅝x1⅞	2⅝x2⅜	abce.	Ge.	Fi*..	No..	No..	Pu.	Y..	....	C.	Str.....	Mp.	AC.	St..	D-R.	S-A.	18MM	D-R.	In.	158	**Marmon** 8-125
....	2⅜x1⅞	Sep.	....	No..	Yes.	5	2⅝x2⅜	2⅝x2⅞	abce.	Ge.	Fi*..	No..	No..	Pu.	Y..	Fed..	C.	Str.....	Mp.	AC.	St..	D-R.	S-A.	18MM	D-R.	DM..	170	**Marmon** 16
25	1¾x1⅞	Die.	....	No..	Yes.	7	2x1⅝	2x1⅝	abcde	Ge.	Fi*..	No..	No..	Pu.	Y..	Mod.	T.	Car..1⅝	Mp.	AC.	St..	A-L.	Au.	18MM	A-L.	In.	105	**Nash** 960
23	1⅞x1⅝	Die.	....	No..	Yes.	9	2¼x1⅞	2¼x1⅞	abcde	Ge.	Fi*..	Har.	W	Pu.	Y.	Mod.	T.	Str...1⅞	Mp.	AC.	St..	A-L.	Au.	14MM	A-L.	In.	120	**Nash** 970
34½	2x1¾	Die.	....	No..	Yes.	9	2¼x1⅝	2¼x2¼	abcde	Ge.	Fi*..	Har.	W	Pu.	Y.	Mod.	T.	Str...1¼	Mp.	AC.	St..	A-L.	S-A.	14MM	A-L.	In.	120	**Nash** 980
32½	2⅛x1⅜	Spu.	....	Yes.	Yes.	9	2⅜x1⅜	2⅜x2½	abcde	Ge.	Fi*..	No..	No..	Pu.	Y.	Mod.	T.	Str...1¼	Mp.	AC.	St..	A-L.	S-A.	18MM	A-L.	In.	152	**Nash** 990
30½	1⅞x1⅜	Spu.	⅛	Yes.	Yes.	4	2¼x1½	2½x1⅜	abcde	Ge.	Fi.	Yes.	....	Pu.	N..	Har..	C.	Str...1¼	Mp.	AC.	St..	D-R.	Au.	18MM	D-R.	DM..	86	**Oldsmobile** F-32
30½	2¼x1⅜	Spu.	⅛	Yes.	Yes.	5	2¼x1⅝	2⅝x1⅝	abcde	Ge.	Fi.	Yes.	....	Pu.	N..	Har.	C.	Str...1¼	Mp.	AC.	St..	D-R.	Au.	18MM	D-R.	DM..	98	**Oldsmobile** L-32
27¾	....	....	....	Yes.	....	9	....	....	abcde	Ge.	*	....	....	Pu.	Y..	....	....	Own....	Mp.	....	....	N-E..	Au.	14MM	Dyn.	....	152	**Packard** Light 8
....	2⅜x1⅜	....	....	Yes.	Yes.	9	....	....	abcde	Ge.	Fi*..	....	....	Pu.	Y.	....	....	Own....	Mp.	....	....	N-E..	....	....	Dyn.	....	160	**Packard** Std. 8
....	2⅜x1¼	....	....	Yes.	Yes.	9	....	....	abcde	Ge.	Fi*..	....	....	Pu.	Y.	....	....	Own....	Mp.	AC.	St..	N-E..	....	....	Dyn.	....	160	**Packard** DeLuxe 8
38	2½x1½	Pou.	....	Yes.	Yes.	4	....	....	abcde	Ge.	*	....	....	Pu.	....	....	T.	Own....	Mp.	AC.	St.	....	Au.	14MM	....	In.	160	**Packard** 142-147
....	2¼x1½	....	....	No..	Yes	5	....	....	abce.	Ge.	Fi.	....	....	Pu.	....	Sch.	....	Mp.	AC	St.	....	A-L.	....	....	A-L.	....	127	**Peer. Del..Mas.& Cus.** 8
37¼	2¼x1¼	Spu.	....	Yes.	Yes.	9	2⅝x1¾	2⅝x2¼	abce.	Ge.	Fi*.	....	....	Pu.	N..	Long.	T.	Str...1¼	Mp.	AC.	St.	D-R.	S-A.	⅞	D-R.	In.	140	**Pierce-Arrow** 54
....	2⅛x2⅛	Spu.	....	Yes.	Yes.	7	2.49x1¾	2.49x3⅞	abcde	Ge.	Fi*.	....	....	Pu.	N..	Long.	T.	Str...1¼	Mp.	AC.	St.	D-R.	S-A.	14MM	D-R.	In.	160	**Pierce-Arrow** 53
....	2⅛x2⅛	Spu.	....	Yes.	Yes.	7	2.49x1¾	2.49x3⅞	abcde	Ge.	Fi*.	....	....	Pu.	N..	Long.	T.	Str...1¼	Mp	AC.	St.	D-R.	S-A.	14MM	D-R.	In.	160	**Pierce-Arrow** 52
....	2x1⅜	....	....	No..	No..	3	....	....	abce.	Ge.	*	....	....	....	....	....	....	Car....	Mp.	....	....	D-R.	....	....	D-R.	....	84	**Plymouth**
....	2x1⅝	....	....	Yes.	Yes.	3	....	....	abce.	Ge.	*	....	....	Pu.	Y..	....	....	Mar....	Mp.	AC.	St.	D-R.	....	....	D-R.	....	86	**Pontiac** Six
....	2¼x2¾	....	....	Yes.	No..	3	....	....	abcde	Ge.	*	....	....	Pu.	Y.	....	....	Mar....	Mp.	AC.	St.	D-R.	....	....	D-R.	....	100	**Pontiac** Eight
....	2⅛x1½	....	....	No..	Yes.	7	....	....	abce.	Ge.	Fi*..	....	....	Pu.	Y.	....	....	Sch.....	Mp.	Uni.	Ce.	D-R.	....	....	D-R.	....	111	**Reo** 6-21, 6-25
....	2⅜x1½	....	....	Yes.	Yes.	9	....	....	abcde	Ge.	Fi*..	....	....	Pu.	N..	....	....	Sch.....	Mp.	Own	....	D-R.	....	....	D-R.	....	128	**Reo** 8-31, 8-35
....	2⅜x1⅝	....	....	Yes.	Yes.	5	....	....	abce.	Ge.	Fi.	....	....	Pu.	Y..	....	....	Sch.....	Mp.	Uni.	....	D-R.	....	....	D-R.	....	111	**Reo** 8-21, 8-25
....	....	....	....	Yes.	Yes.	4	....	....	abce.	Ge.	No*..	No..	No..	Pu.	Y..	....	....	Str.....	Mp.	No..	No.	A-L.	....	....	A-L.	....	102	**Rockne** 65
....	2⅛x1½	....	....	Yes.	Yes.	4	....	....	abce.	Ge.	No*..	No..	No..	Pu.	Y..	....	....	Str.....	Mp.	No..	No.	A-L.	....	....	A-L.	....	102	**Rockne** 75
38¾	2⅛x1½	Spu.	....	Yes.	Yes.	4	2⅛x3⅜	2⅛x3 1/32	abce.	Ge.	No*..	No..	No..	Pu.	Y.	MeC.	T.	Str...1¼	Mp.	No..	No.	D-R.	S-A.	⅞	D-R.	In.	102	**Studebaker** Six 55
27.8	1⅞x1⅝	Spu.	....	Yes.	Yes.	9	2⅛x1⅜	2⅛x1⅛	abce.	....	Fi*..	No..	No..	Pu.	Y.	Long.	T.	Str...1¼	Mp.	AC.	St.	D-R.	S-A.	⅞	D-R.	In.	102	**Studebaker** Dic. 62
30	1⅞x1⅝	Spu.	....	Yes.	Yes.	9	2⅛x1⅜	2⅛x1⅞	abce.	Ce.	Fi*..	No..	No..	Pu.	Y.	Long.	T.	Str...1¼	Mp.	AC.	St.	D-R.	S-A.	⅞	D-R.	In.	136	**Studebaker** Com. 71
38	2¼x1¼	Spu.	....	Yes.	Yes.	9	2⅝x1¾	2⅝x2⅛	abce.	Ge.	Fi*..	No..	No..	Pu.	Y.	Long.	T.	Str...1¼	Mp.	AM.	St.	D-R.	S-A.	⅞	D-R.	In.	136	**Studebaker** Pres. 91
36	2⅜x1¾	Spu.	....	No..	No..	7	2½x3⅛	2½x2⅝	abcde	Ge.	Fi..	No..	No..	Pu.	N..	Per	C.	Zen...1¼	Vp.	Uni.	Ce.	D-R.	S-A.	18MM	D-R.	DM..	145	**Stutz** LAA
36	2⅜x1¾	Spu.	....	No..	No..	9	2½x3⅛	2½x2⅝	abcde	Ge.	Fi..	No..	No..	Pu.	N..	Per	C.	Zen...1¼	Vp.	AM.	St.	D-R.	S-A.	18MM	D-R.	DM..	145	**Stutz** SV-16
36	2⅜x1¾	Spu.	....	No..	No..	9	2½x3⅛	2½x2⅝	abcde	Ge.	Fi..	No..	No..	Pu.	N..	Per	C.	Sch..1½	Vp.	AC.	St.	D-R.	S-A.	18MM	D-R.	DM..	145	**Stutz** DV-32
48	2⅛x1½	Pou.	¼	No..	Yes.	7	2⅝x1⅝	2⅝x2¾	abcde	Ge.	Fi..	No..	No..	Pu.	N..	Fed.	C.	Til.....	Vp.	AC.	St..	A-L.	S-A.	⅞	A-L.	In.	170	**Willys Knight** 66D
38	2x⅝	Pou.	⅝	No..	No..	7	2⅜x2	2⅜x2½	abcde	Ge.	Di*.	No..	No..	Pu.	Y.	Fed.	C.	Til.....	Vp.	AC.	St.	A-L.	S-A.	⅞	A-L.	In.	127	**Willys Knight** 95
32	2x1⅜	Pou.	No..	Yes.	Yes.	4	2⅜x1⅝	2⅜x2 3/32	abce.	Ge.	Fi*.	No..	No..	Pu.	Y.	Fed.	C.	Til.....	Vp.	Til.	....	A-L.	S-A.	18MM	A-L.	In.	102	**Willys Overland** 6-90
....	2⅛x1⅝	....	....	Yes.	Yes.	5	....	....	abcde	Ge.	Fi*..	No..	No..	Pu.	Y.	....	....	Til.....	Vp.	AC.	St.	A-L.	....	....	A-L.	....	148	**Willys Overland** 8-88

Jam—Jamestown
L—"L" Head
L-B—Link Belt
Lyc—Lycoming
Mar—Marvel
McC—McCord
MI—Molybdenum Iron
MM—Millimeter
Mod—Modine
Mor—Morse
Mp—Mechanical Pump
N-E—North East
O—Overhead Camshaft
Opt—Optional
Per—Perfex
Pis—Piston
Pou—Poured
PS—Pressed Steel
Pu—Pump
Ram—Ramsey
Ri—Rigid
R&R—Rubber and rigid
Ru—Rubber
S-A—Semi-Automatic
Sch—Schebler
Sep—Seperate liner
Sil—Silicon Chrome Steel
Sl—Sleeve Valve
Spr—Spring Cushioned
Spu—Spun
SS—Semi-Steel
St—Strainer
Ste—Stewart
Str—Stromberg
T—Tubular
Tex—Textolite
Til—Tillotson
Tub—Tubular
Uni—United
Vac—Vacuum
Var—Various
Ver—Vertical
Vp—Vacuum Pump
Whi—Whitney
Win—Winchester
Zen—Zenith

1932 PASSENGER CAR BODY

NOTE: The body models listed below represent the lowest

MAKE & MODEL OF CHASSIS	Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	Number of Doors	Body Framework Material	Covering Materials: Body Panels	Covering Materials: Rear Upper Quarter Sections	Covering Materials: Upholstery	Covering Materials: Top	DIMENSIONS (Apply to 5p. Sedan): Bumper to Bumper (Ins.)	DIMENSIONS (Apply to 5p. Sedan): Ground to Roof (Ins.)	DIMENSIONS (Apply to 5p. Sedan): Maximum Width Inside (Ins.)	STANDARD EQUIPMENT: Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non-Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Vanity and Smoking Set‡	Clock	Front Seat Adjustable	Locks and Theft-proof Devices
Auburn 8-100 Std.	Phaeton	1095	127	6.00/17	.....	4	Ash	Steel	Fabric	Leather	Fabric				AM	Y		N	N	N	Y	N	N	N	I
	Brougham	895	127	6.00/17	.....	2	M&W	Steel	Steel	Broad			185	69½	56¾	AM	Y		N	N	N	Y	N	N	Y	I,D
Auburn 8-100 Cus.	Phaeton	1295	127	6.00/17	.....	4	Ash	Steel	Fabric	Leather	Fabric					AM	Y		N	N	N	Y	N	S	N	I
	Brougham	1095	127	6.00/17	.....	2	M&W	Steel	Steel	Broad			185	69½	56¾	AM	Y		N	N	N	Y	N	S	N	I,D
Auburn 12-160 Std.	Phaeton	1595	132	6.00/17	.....	4	Ash	Steel	Fabric	Leather	Fabric					AM	Y	Ho	N	N	N	Y	N	N	N	I
	Brougham	1395	132	6.00/17	.....	2	M&W	Steel	Steel	Broad						AM	Y	Ho	N	N	N	Y	N	N	N	I,D
Auburn 12-160 Cus.	Phaeton	1795	132	6.00/17	.....	4	Ash	Steel	Fabric	Leather	Fabric					AM	Y	Ho	N	N	N	Y	N	N	N	I
	Brougham	1595	132	6.00/17	.....	2	M&W	Steel	Steel	Broad						AM	Y	Ho	N	N	N	Y	N	N	N	I,D
Austin	Roadster 2p.	395	75	3.75/18	*1020*	2		Steel	Steel		Fabric					DM	N	On	N	N	N	N	N	N	N	
	Bus. Coupe 2p.	330	75	3.75/18	*1120*	2		Steel	Steel		Fabric					DM	N	On	N	N	N	N	N	N	N	
Buick 32-50	Spt. Phaeton	1155	114	5.50/18	.....	4	Wood	Steel	Fabric	Leather	RCF					AK	N	DL	N	N	N	Y	S	N	N	I,S
	Sedan	995	114	5.50/18	*3450*	4	Wood	Steel	Steel	Plush	Py-Fa					AK	N	DL	N	N	N	N	Y	N	Y	I,S,D
Buick 32-60	Spt. Phaeton	1390	118	6.00/18	.....	4	Wood	Steel	Fabric	Leather	Py-Fa					AK	N	DL	N	N	N	Y	S	N	Y	I,S
	Vic. Coupe	1290	118	6.00/18	*3875*	2	Wood	Steel	Steel	Plush	Py-Fa		183	72	52¾	AK	N	DL	N	N	N	Y	S	N	Y	I,S,D
Buick 32-80	Vic. Coupe	1540	126	7.00/18	*4335*	2	Wood	Steel	Steel	Plush	Py-Fa					AK	N	DL	N	N	N	Y	S	N	Y	I,S,D
Buick 32-80	Conv. Rdster	1805	134	7.00/18	.....	2	Wood	Steel	Fabric	Leather	RCF					AK	N	DL	N	N	N	Y	S	N	Y	I,S,D
	Vic. Coupe	1785	134	7.00/18	*4460*	2	Wood	Steel	Steel	Plush	Py-Fa					AK	N	DL	N	N	N	Y	S	N	Y	I,S,D
Cadillac 355-B	Sedan	2895	134	7.00/17	*4885*	4	W&S	Steel	S&L	M-B	Py-Fa					WK	Y	DL	Y	N	N	N	Y	Y	Y	I,D
	Phaeton	2995	140	7.00/17	.....	4	W&S	Steel	S&L	Leather	Py-Fa					WK	Y	DL	Y	N	N	N	S	Y	Y	I
Cadillac 370-B	Phaeton	3695	140	7.50/17	.....	4	W&S	Steel	S&L	Leather	Py-Fa					WK	Y	DL	Y	N	N	N	S	Y	Y	I
	Sedan	3595	134	7.50/17	*5175*	4	W&S	Steel	S&L	M-B	Py-Fa					WK	Y	DL	Y	N	N	N	Y	Y	Y	I,D
Cadillac 452-B	Phaeton	4695	149	7.50/18	.....	4	W&S	Steel	S&L	Leather	Py-Fa					WK	Y	DL	Y	N	N	N	S	Y	Y	I
	Sedan	4595	143	7.50/18	*5625*	4	W&S	Steel	S&L	M-B	Py-Fa					WK	Y	DL	Y	N	N	N	Y	Y	Y	I,D
Chevrolet	Spt. Roadster	495	109	5.25/18	*2480*	2	Wood	Steel	Teal	Im.Lea	Teal					WO	N	DL	N	N	N	N	N	N	Y	I
	Coupe	595	109	5.25/18	*2610*	2	Wood	Steel	Steel	Mohair	Im.Lea		162	72	51	WO	N	DL	N	N	N	N	S	N	Y	I,D
Chrysler Six	Roadster	885	116	5.50/18	*2830*	2	Steel	Steel	Fabric	Leather	RCF					W	N		N	N	N	N	N	N	Y	I
	Sedan	895	116	5.50/18	*3135*	4	Steel	Steel	Steel	Bedf. C.	RCF		171⅝	71	50¾	W	N		N	N	N	N	N	Y	I,D
Chrysler Eight	Sedan	1475	125	6.50/17	*3885*	4	Steel	Steel	Steel	Varies.	RCF		193¾	70	52	W	Y		N	N	N	S	N	Y	I,D
Chrysler Imperial	Sedan	1945	135	7.50/17	.....	2	Steel	Steel	Steel	Varies.	RCF		203⅝	71	53	C	Y		N	N	N	N	N	N	I,D
Chrysler Imp. Cus. 8	Phaeton	3395	146	7.50/17	.....	4	Steel	Steel	Fabric	Leather	RCF					C	Y		N	Y	Y	N	N	N	N	I
	C. C. Sedan	2895	146	7.50/17	.....	4	Steel	Steel	Steel	Varies.	RCF		203⅝	71	53	C	Y		N	N	N	N	N	N	I,D
Cord L-29	Sedan	2395	137¾	7.00/18	*4620*	4	W&S	Steel	Steel	Mohair	Fabric					WD	Y	Ho	N	N	N	Y	S	N	Y	I,D
Cunningham V-10	Touring	§	132	7.00/20	4700	4	Ash	Alum	Opt	Opt	Opt					C	Y	Ho	N	Y	N	Y	N	N	Y	I
	Petite Cab	§	132	7.00/20	4800	4	Ash	Alum	Opt	Opt	Opt					C	Y	Ho	N	Y	N	Y	Y	N	N	I,D
De Soto Std. Six	Roadster	675	112⅝	5.25/18	.....	2	Steel	Steel	Fabric	Leather	RCF					C	N		N	N	N	N	N	N	N	I
	Sedan	695	112⅝	5.25/18	*2903*	2	Steel	Steel	Steel	M-B	RCF		175	71	51	W	N		N	N	N	S	N	Y	I,D
De Soto Cus. Six	Roadster	775	112⅝	5.50/17	*2738*	2	Steel	Steel	Fabric	Leather	RCF					W	N		N	N	N	N	N	N	N	I
	Sedan	835	112⅝	5.50/17	*3028*	4	Steel	Steel	Steel	Broad	RCF		175	71	51	W	N		N	N	N	S	N	Y	I,D
De Vaux 6-75	Sedan	685	113	5.00/19	2785	4		Steel	Steel	Mohair			177	75	53	AM	N	Ho	N	N	N	N	N	Y	I,D
Dodge Bros. Six	Sedan	845	114	5.00/18	*3094*	4	Steel	Steel	Steel	Varies.			183	71	53	W	N		N	N	N	Y	N	Y	I,D
Dodge Bros. Eight	Sedan	1145	122	6.00/18	*3521*	4	Steel	Steel	Steel	Varies.			192	71	53	W	N		N	N	N	Y	N	Y	I,D
du Pont G	Spt. Phaeton	§	141	7.00/20	4400	4										WS	Y	DL	Y	Y	Y	Y	N	Y	Y	I
	Sedan	§	141	7.00/20	4550	4										AS	Y	DL	Y	Y	Y	Y	N	Y	Y	I,D
Durant 621	Touring	575	112	5.25/18	*2565*	4	W&S	Steel	Fabric	Leather	RCF					AK	N	Mo	N	N	N	N	N	N	N	I
	Sedan	600	112	5.25/18	*2820*	4	W&S	Steel	Steel	Cloth	RCF			73	51	AK	N	Mo	N	N	N	N	N	N	N	I,D
Durant 622	Sedan	700	116	5.25/18	*2805*	4	W&S	Steel	Steel	Mohair	RCF					WM	Y	Mo	N	N	N	N	N	N	Y	I,D
Essex Super 6	Coach	705	113	5.25/18	*2860*	2	Steel	Steel	Steel	Varies.	Im.Lea		175	70	52½	AM	N		N	N	N	N	N	Y	I,D
	Phaeton	765	113	5.25/18	.....	4	Steel	Steel	Fabric	Leather	Im.Lea						N		N	N	N	N	N	Y	I
Ford A	Phaeton	435	103½	4.75/19	*2183*	4	Steel	Steel	Fabric	Leather	RCF					WO	N	Ho	Y	N	N	N	N	N	N	I
	Tudor Sedan	490	103½	4.75/19	*2315*	2	Steel	Steel	Steel	Broad	RCF					WO	N	Ho	Y	N	N	N	N	N	Y	I,D
Franklin Airman	Sedan	2250	132		*4420*	4	W&S	Steel	Steel	Broad	Py-Fa					A	Y		Y	N	N	N	Y	N	N	I,D
Graham Six	Town Sedan	765	113	5.50/17	.....	4	W&M	Steel	Steel	Mohair						CM	N	DL	Y	N	N	N	S	N	Y	I,S,D
Graham Std. 8	Sedan	1045	123	6.00/17	.....	4	W&M	Steel	Steel	Broad			196	70	55	CM	N	DL	N	N	N	N	S	N	Y	I,S,D
Graham DeLuxe 8	Sedan	1120	123	6.00/17	.....	4	W&M	Steel	Steel	Broad			196	70	55	CM	N	DL	N	N	N	N	S	N	Y	I,S,D
Hudson Great 8	Coach	1025	119	6.00/17	*3190*	2	Steel	Steel	Steel				186	70	52½	AM	N		N	N	N	N	S	N	Y	I,D
Hudson Sterling	Suburban	1275	126	6.50/17	.....	2	Steel	Steel	Steel																	I,D
Hudson Major	Touring Sedan	1445	132	6.50/17	.....	4	Steel	Steel	Steel																	I,D
Hupmobile 214	Phaeton	850	114	5.50/19	*2900*	4	Wood	Steel	Fabric	Leather						D	N	Ga	N	Y	N	N	N	N	N	I
	Sedan	795	114	5.50/19	*2985*	4	Wood	Steel	Steel	Mohair						A	N	Ga	N	N	N	N	S	N	Y	I,D
Hupmobile 216	Phaeton	1050	116	5.50/18	*2945*	4	W&M	Steel		Leather						C	N	Ga	N	N	N	N	N	N	Y	I
	Sedan	995	116	5.50/18	*3115*	4	W&M	Steel	Steel	Mohair						C	N	Ga	N	N	N	N	S	N	Y	I,D
Hupmobile 218	Phaeton	1050	118	5.50/19	*3300*	4	Wood	Steel	Fabric	Leather						D	N	Ga	N	N	N	N	N	N	Y	I
	Sedan	995	118	5.50/19	*3275*	4	Wood	Steel	Steel	Mohair			180	70½	52½	AK	N	Ga	N	N	N	N	S	N	Y	I,D
Hupmobile 221	Sedan	1195	121	6.00/19	*3730*	4	Wood	Steel	Steel	Mohair						A	N	Ga	N	Y	N	N	S	N	Y	I,D
Hupmobile 222	Sedan	1295	122	6.00/17	*3580*	4	M&W	Steel	Steel	M-B						C	N	Ga	N	N	N	N	N	N	Y	I,D
Hupmobile 225	Town Sedan	1420	125	6.50/19	*4230*	4	Wood	Steel	Steel	M-B						D	N	Ga	N	Y	N	N	S	N	Y	I,D
Hupmobile 226	Sedan	1595	126	6.50/17	*3815*	4	M&W	Steel	Steel	M-B						C	N	Ga	N	N	N	N	N	N	Y	I,D
Hupmobile 237	Victoria	1695	137	6.50/19	*4165*	2	Wood	Steel	Steel	M-B						A	N	Ga	N	N	N	N	S	N	N	I,D
La Salle 345-B	Sedan	2495	130	7.00/17	*4840*	4	W&S	Steel	S&L	M-B	Py-Fa		206	73	57	WK	N	DL	Y	N	N	N	Y	N	Y	I,D
	Town Sedan	2645	136	7.00/17	*4895*	4	W&S	Steel	S&L	M-B	Py-Fa		206	73	57	WK	N	DL	Y	N	Y	N	Y	N	Y	I,D
Lincoln V-8	Phaeton	3000	136	7.00/18	.....	4	M&W	Alum	Steel	Leather						WO	N	Ho	Y							I,S
	Town Sedan	3100	136	7.00/18	.....	4	M&W	Alum	Alum							WO	N	Ho	Y							I,S,D
Lincoln V-12	Spt. Phaeton	4300	145	7.50/18	.....	4	M&W	Alum	Steel	Leather						WO	N	Ho	Y							I
	Coupe	4400	145	7.50/18	*5670*	2	M&W	Alum	Alum							WO	N	Ho	Y							I,D
Marmon 8-125	Sedan		125	6.00/18		4	M&W	Steel	Steel	Broad						W										I,D
Marmon 16	Sedan	5200	145	7.00/18	5360	4										WD	Y		Y	Y	N	Y	Y	Y	Y	I,D
Nash 960	Spt. Phaeton	895	114¼	5.00/19	*2640*	4	M&W	Steel	Fabric	Leather						AM	N	DL	N	N	N	N	N	N	N	I,S
	Sedan	795	114¼	5.00/19	*2740*	2	M&W	Steel	Steel	M-B						AM	N	DL	N	N	N	N	N	N	Y	I,S,D
Nash 970	Spec. Sedan	955	116¼	5.25/19	*3000*	4	M&W	Steel	Steel	M-B						AM	N	DL	N	N	N	N	S	N	Y	I,S,D
Nash 980	Sedan	1295	121	6.00/18	*3360*	4	M&W	Steel	Steel	M-B						AM	N	DL	N	N	N	N	S	N	Y	I,S,D
Nash 990	Sedan	1565	124	6.50/19	*4000*	4	M&W	Steel	Steel	M-B						AM	N	DL	N	N	N	N	S	N	Y	I,T,D
Oldsmobile F-32	Conv. Rdster	955	116½	6.00/17	.....	2	Wood	Steel	Fabric	L-Wh	Fabric					CM	N	DL	N	N	N	N	S	N	Y	I,D
	Sedan	875	116½	6.00/17	.....	2	Wood	Steel	Steel	M-Wh	RCF		178¾	71	51¼	CM	N	DL	N	N	N	N	S	N	Y	I,D
Oldsmobile L-32	Conv. Rdster	1055	116½	6.00/17	.....	2	Wood	Steel	Fabric	L-Wh	Fabric					CM	Y	DL	N	N	N	Y	S	N	Y	I,D
	Sedan	975	116½	6.00/17	.....	2	Wood	Steel	Steel	M-Wh	RCF		178¾	71	51¼	CM	Y	DL	N	N	N	Y	S	N	Y	I,D

ABBREVIATIONS:

*—Italics denote Shipping Weight
‡—Overall Length
°—Others furnished
A—Artillery
AE—Artillery-Bimel
AJ—Artillery-Jaxon
AK—Artillery-Kelsey-Hayes
Al-F—Aluminum and Fabric
Alum—Aluminum
AM—Artillery-Motor Wheel
AS—Artillery-St. Marys
AU—Artillery-Mutual
B-B—Broadcloth or Bedford Cord
Bedf. C.—Bedford Cord
B-L—Broadcloth or Leather
Broad—Broadcloth
C—(Wheels) Optional
CM—Wood or Wire Optional-Motor Wheel
D—Door (Lock)
DM—Disk-Motor Wheel
DO—Disk-Own
DR—Delco-Remy
F—Fedco Numbering
Fab. Lea.—Fabric Leather
Ga—Gabriel
Ho—Houdaille
I—Ignition
Im.Lea.—Imitation Leather
Lo—Lovejoy
L-V—Leather or Velour
M-B—Mohair or Broadcloth
Mo—Monroe
M&W—Metal and Wood
N—No or None
On—Own
Opt—Optional
P-M—Plush or Mohair
Py-Fa—Pyroxylin Fabric
Pyrox—Pyroxylin Finish
RCF—Rubber Coated Fabric
S—Steering Wheel Lock
S—Smoking Set
S&A—Steel and Aluminum
T—Transmission Lock
V—Vanity
W—Wire (Wheels)
Wa—Watson
WB—Wire-Budd
WD—Wire-Dayton
Wh—Wahl
WK—Wire-Kelsey-Hayes
WM—Wire-Motor-Wheel
WO—Wire-Own
WS—Wire-St. Marys
W&S—Wood and Steel
Y—Yes

EQUIPMENT SPECIFICATIONS

priced 4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY						DIMENSIONS (Apply to 5p. Sedan)			STANDARD EQUIPMENT											
								Covering Materials																		
	Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	Number of Doors	Body Framework Material	Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Bumper to Bumper (Ins.)	Ground to Roof (Ins.)	Maximum Width Inside (Ins.)	Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non-Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Vanity and Smoking Set	Clock	Front Seat Adjustable	Locks and Theft-proof Devices
Packard ..... **Light 8**	Coupe Rdster.	1795	128	6.50/17	*4020*	2	M&W	Steel	Fabric		Fabric	.....	.....	.....	CM	Y	DL	Y	N	N	Y	N	N	Y	I,D
	Sedan	1750	128	6.50/17	*4115*	4	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	CM	Y	DL	Y	N	N	Y	S	N	Y	I,D
Packard ..... **Std. 8**	Phaeton	2650	137	6.50/19	.....	4	M&W	Steel	Fabric	Leather	Fabric	.....	.....	.....	WM	Y	DL	Y	N	N	N	N	Y	Y	I
	Sedan	2250	130	6.50/19	.....	4	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	DM	Y	DL	Y	N	N	N	S	Y	Y	I,D
Packard ..... **DeLuxe 8**	Phaeton	3290	142	7.00/19	.....	4	M&W	Steel	Fabric	Leather	Fabric	.....	.....	.....	WM	Y	DL	Y	N	N	N	N	Y	Y	I
	Club Sedan	3395	142	7.00/19	.....	4	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	DM	Y	DL	Y	N	N	N	Y	Y	Y	I,D
Packard ..... **Twin Six**	Phaeton	3790	142⅛	7.00/19	*4895*	4	M&W	Steel	Fabric	Leather	Fabric	.....	.....	.....	CM	Y	DL	Y	N	N	N	Y	Y	Y	I
	Sedan	3745	142⅝	7.00/19	*5225*	4	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	CM	Y	DL	Y	N	N	Y	Y	Y	Y	I,D
Peerless ... **DeL. Mas. 8**	Sedan	2320	125	6.00/19	*4293*	4	M&W	Steel	Steel	Mohair	RCF	.....	.....	.....	AE	Y		Y	N	N	Y	Y	Y	Y	I,D
Peerless ... **DeL. Cus. 8**	Sedan	2985	138	6.50/19	*4540*	4	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	AE	Y		Y	N	N	Y	Y	Y	Y	I,D
Pierce-Arrow **54**	Tourer	2983	137	6.50/18	...	4	Ash	Steel	Fabric	Leather	Fabric	.....	.....	.....	AK	Y	DL	Y	N	N	N	N	Y	Y	I
	Club Bro'm	2528	137	6.50/18	4745		Ash	Steel	Steel	Broad	RCF	206	72	56¼	AK	Y	DL	Y	N	N	N	N	Y	Y	I,D
Pierce-Arrow **53**	Tourer	3783	137	7.00/18	...	4	Ash	Steel	Fabric	Leather	Fabric	.....	.....	.....	AK	Y	DL	Y	N	N	N	N	Y	Y	I
	Club Bro'm	3328	137	7.00/18	5042		Ash	Steel	Steel	Broad	RCF	.....	.....	.....	AK	Y	DL	Y	N	N	N	N	Y	Y	I,D
Pierce-Arrow **52**	Sedan	4028	142	7.00/18	5395	4	Ash	Steel	Steel	Broad	RCF	.....	.....	.....	AK	Y	DL	Y	N	N	N	N	Y	Y	I,D
Plymouth ..... *	Phaeton	595	169‡	4.75/19	*2545*	4	Wood	Steel	Fabric	Leather		.....	.....	.....	W										I
	Sedan	575	169‡	4.75/19	*2650*	2	Steel	Steel	Steel	Bedf. C.		.....	.....	.....	W										I,D
Pontiac ..... **Six**	Coach	695	114	5.25/18	...	2	M&W	Steel	Steel	Mohair	RCF	.....	.....	.....	CK	N		N	N	N	N	N	N	Y	I,D
Pontiac ..... **Eight**	Coach	845	117	6.00/17	...	2	M&W	Steel	Steel	Mohair	RCF	.....	.....	.....	CM	N		N	N	N	N	N	N	Y	I,D
Reo **6-21**	Sedan	995	121	6.00/17	*3645*	4		Steel	Steel		RCF	.....	.....	.....	A	N		N	N	N	N	N	N	Y	I,D
Reo **8-21**	Sedan	1195	121	6.00/17	*3740*	4		Steel	Steel		RCF	.....	.....	.....	A	N		N	N	N	N	N	N	Y	I,D
Reo **6-25**	Sedan	1565	125	6.50/17	*3950*	4		Steel	Steel		RCF	.....	.....	.....	AM	Y		Y	N	N	N	S	N	Y	I,D
Reo **8-25**	Sedan	1565	125	6.00/17	*4050*	4		Steel	Steel		RCF	.....	.....	.....	AM	Y		Y	N	N	N	S	N	Y	I,D
Reo **8-31**	Sedan	1985	131	6.50/18	*4375*	4		Steel	Steel		RCF	.....	.....	.....	AM	Y		Y	N	N	N	S	N	Y	I,D
Reo **8-35**	Sedan	2445	135	6.50/18	*4650*	4		Steel	Steel		RCF	.....	.....	.....	WM	Y		Y	N	N	N	S	Y	Y	I,D
Rockne **65**	Conv. Rdster.	675	110	5.25/18	...	2	W&S	Steel	Fabric		Fabric	.....	.....	.....	W	N		Y							I
	Coach	595	110	5.25/18	...	2	W&S	Steel	Steel	Broad	Fabric	.....	.....	.....	W	N		Y							I,D
Rockne **75**	Conv. Rdster.	775	114	5.50/18	...	2	W&S	Steel	Fabric		Fabric	.....	.....	.....	W	N		Y							I
	Sedan	735	114	5.50/18	*3085*	4	W&S	Steel	Steel	Broad	Fabric	.....	.....	.....	W	N		Y							I,D
Studebaker **6-55**	Conv. Rdster.	890	117	5.50/18	...	2	W&S	Steel	Fabric	Varies.	Fabric	.....	.....	.....	W	N	Ho	Y	N	N	N	N	N	Y	I
	Sedan	890	117	5.50/18	*3150*	4	W&S	Steel	Steel	Varies.	Im.Lea.	.....	.....	.....	W	N	Ho	Y	N	N	N	S	N	Y	I,D
Studebaker ..... **Dic. 62**	Conv. Rdster.	1030	117	5.50/18	...	2	W&S	Steel	Fabric	Varies.	Fabric	.....	.....	.....	W	N	Ho	Y	N	N	N	N	N	Y	I
	Sedan	1030	117	5.50/18	*3240*	4	W&S	Steel	Steel	Varies.	Im.Lea.	.....	.....	.....	W	N	Ho	Y	N	N	N	S	N	Y	I,D
Studebaker .... **Com. 71**	Conv. Rdster.	1350	125	6.00/18	...	2	W&S	Steel	Fabric	Varies.	Fabric	.....	.....	.....	W	N	Ho	Y	N	N	N	N	N	Y	I
	Sedan	1350	125	6.00/18	*3545*	4	W&S	Steel	Steel	Varies.	Im.Lea.	192	70	56	W	N	Ho	Y	N	N	N	S	N	Y	I,D
Studebaker .... **Pres. 91**	Conv. Rdster.	1690	135	6.50/18	...	2	W&S	Steel	Fabric	Varies.	Fabric	.....	.....	.....	W	N	Ho	Y	N	N	N	N	Y	Y	I
	Sedan	1690	135	6.50/18	*4260*	4	W&S	Steel	Steel	Varies.	Im.Lea.	.....	.....	.....	W	N	Ho	Y	N	N	N	S	Y	Y	I,D
Stutz ..... **LAA**	Sedan	1620	127½	6.00/19	*4520*	4	M&W	Steel	Steel	Broad	Fabric	.....	.....	.....	AM	Y	Ga	Y	Y	N	Y	V	Y	Y	I,D,T
Stutz **SV-16**	Speedster T.C.	3795	134½	6.50/20	*4713*	4	M&W	Alum	Fabric	Leather	Fabric	.....	.....	.....	AM	Y	Ga	Y	Y	N	Y	N	Y	N	I,S
	Coupe	2695	134½	6.50/20	*4950*	2	M&W	Steel	Steel	Broad	Fabric	.....	.....	.....	AM	Y	Ga	Y	Y	N	Y	Y	Y	Y	I,S,D
Stutz **SV-16**	Sedan	3895	145	7.00/20	*5045*	4	M&W	Steel	Steel	Varies.	Fabric	.....	.....	.....	AM	Y	Ga	Y	Y	N	Y	Y	Y	N	I,S,D
Stutz **DV-32**	Speedster T.C.	4795	134½	7.00/20	*4834*	2	M&W	Alum	Fabric	Leather	Fabric	.....	.....	.....	A	Y	Ga	Y	Y	N	Y	N	Y	N	I,S
	Coupe	3695	134½	7.00/20	*4973*	2	M&W	Steel	Steel	Varies.	Fabric	.....	.....	.....	A	Y	Ga	Y	N	N	Y	N	Y	N	I,S,D
Stutz **DV-32**	Cus. Sedan	4895	145	7.00/20	*5245*	4	M&W	Steel	Steel	Varies.	Fabric	.....	.....	.....	A	Y	Ga	Y	Y	Y	Y	N	Y	Y	I,S,D
Willys Knight **66D**	Cus. Vic. Cpe	1145	121	6.00/17		2	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	W	N		Y	Y	N	S	Y	Y	I,D
Willys Knight **95**	Coach	745	113	5.50/18	*2982*	2	M&W	Steel	Steel	Broad	RCF	.....	.....	.....	W	N		N	Y	N	N	N	Y	I,D
Willys-Overland **6-90**	Spt. Rdster	595	113	5.25/18	...	2	M&W	Steel	Fabric	Leather	RCF	.....	.....	.....	W	N		N	N	N	N	N	N	I
	Coach	515	113	5.25/18	*2765*	2	M&W	Steel	Steel	Mohair	RCF	.....	.....	.....	W	N		N	N	N	N	N	Y	I,D
Willys-Overland ... **8-89**	Roadster DeL.	975	121	5.50/18	...	2	M&W	Steel	Fabric	Leather	RCF	.....	.....	.....	W	Y		Y	N	N	Y	N	N	Y	I
	Sedan	795	121	6.00/18	*3250*	4	M&W	Steel	Steel	Mohair	RCF	.....	.....	.....	W	N		N	N	N	N	N	N	Y	I,D

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Fab. Lea.—Fabric Leather
Ga—Gabriel
Ho—Houdaille
I—Ignition
Im.Lea.—Invitation Leather
Lo—Lovejoy
L-V—Leather or Velour
M-B—Mohair or Broadcloth
Mo—Monroe
M&W—Metal and Wood
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Py-Fa—Pyroxylin Fabric
Pyrox—Pyroxylin Finish
RCF—Rubber Coated Fabric
S—Steering Wheel Lock
S—Smoking Set
S&A—Steel and Aluminum
T—Transmission Lock
V—Vanity
W—Wire (Wheels)
Wa—Watson
WB—Wire-Budd
WD—Wire-Dayton
Wh—Wahl
WK—Wire-Kelsey-Hayes
WM—Wire-Motor-Wheel
WO—Wire-Own
WS—Wire-St Marys
W&S—Wood and Stee
Y—Yes

American Passenger Car Engine Trends

Number of Cylinders

(Based on Number of Models Offered)

	Per Cent 4 Cyl.	Per Cent 6 Cyl.	Per Cent 8 Cyl.	Per Cent 12 Cyl.	Per Cent 16 Cyl.
1922	30.8	59.1	9.5	0.6	...
1923	22.1	66.9	10.4	0.6	...
1924	19.5	70.3	10.2	...	...
1925	14.8	67.8	17.4	...	...
1926	13.00	66.0	21.0	...	...
1927	6.00	65.0	29.0	...	...
1928	6.50	58.0	35.5	...	...
1929	4.00	55.00	41.00	...	...
1930	2.92	43.20	52.70	...	0.98
1931	3.85	30.80	61.50	1.28	2.57
1932	4.20	30.60	54.20	8.30	2.70

Bore, Stroke, Displacement

(Based on Number of Models Offered)

	Bore (Inches)	Stroke (Inches)	Piston Displ. (Cu. In.)
1922	3.46	4.92	260.5
1923	3.43	4.81	257.3
1924	3.43	4.81	258.1
1925	3.48	4.73	262.6
1926	3.37	4.72	260.59
1927	3.26	4.67	254.86
1928	3.27	4.58	257.73
1929	3.27	4.57	261.27
1930	3.260	4.51	264.59
1931	3.21	4.45	273.00
1932	3.28	4.41	283.93

Compression Ratio

(Based on Number of Models Offered)

	Per Cent Less Than 4½-1	Per Cent 4½-5 to 1	Per Cent 5 to 1 and Over
1924	57.7	38.8	3.5
1925	42.1	53.9	4.0
1926	33.3	63.6	3.1
1927	28.9	55.3	15.8
1928	12.0	67.0	21.0
1929	8.0	37.0	55.0
1930	2.1	31.3	66.6
1931	1.3	26.7	72.0
1932	2.8	5.7	91.5

STATISTICAL ISSUE

BRITISH PASSENGER CAR CHASSIS

NAME	H.P.	Wheelbase (Ins.)	Track (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE		Piston Displacement (Cu. In.)	Compression Ratio	Valves Location	Cylinders and Crankcase	Piston Material	CAM-SHAFT		Cooling	OIL SYS-TEM		FUEL SYSTEM		Ignition Current Source	TRANSMISSION					Universals Number and Type	REAR AXLE					SPRINGS		BRAKES			Steering Gear Type	Wheels Type	Chassis Weight (Lb.)
						M. M.	Ins.						Location	Drive		Pressure To	Pressure Lb.	Carburetor Make	Fuel Feed		Clutch Type	Gearset Location	Gearset No. of Speeds	Gearset Silent Indirect	Gearset Lever Location		Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Front	Rear	Hand	Foot	4-Wheel Operation			
A.C.	16	119	50	29x5.5	6	65x100	2.6x3.9	121	..	I..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Alvis	12	112	50	30x5.0	4	69x110	2.75x4.3	98	5.6	I..	Sep.	Al	CC..	Hel.	ThS...	abe..	30	Sol...	Pump.	B....	SP..	Sep..	4	No..	R..	2-Met.	FF..	Sp..	4.8	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca..	Wire	1900
Alvis	16	123	56	30x5.25	6	67x100	2.7x3.9	131	5.7	I..	Sep.	Al	CC..	Hel.	Pump.	abe..	20	SU...	Pump.	MB.	SP..	Sep..	4	Yes.	R..	2-Met.	FF..	Sp..	5.2	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	2125
Alvis	20	132	56	30x5.5	6	73x100	2.9x3.9	152	5.8	I..	Sep.	Al	CC..	Hel.	Pump.	abe..	20	Zen.	Pump.	MB.	SP..	Sep..	4	Yes.	R..	2-Met.	FF..	Sp..	5.2	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	2170
Armstrong Siddeley	12	105	50	28x4.75	6	56x95	2.25x3.75	86	....	L..	Int..	Al	CC..	Ch..	Pump.	abce..	25	Cla..	Pump.	B....	....	TT..	4	[1]	....	SW.	1-Met.	¾Fl.	Sp..	5.5	TT.	TT.	½El	½El	IFw..	IFw..	DM..	SN..	Disk.	.....
Armstrong Siddeley	15	115	56	30x5.0	6	63x102	2.5x4.0	116	....	L..	Int..	Al	CC..	Ch..	Pump.	abce..	25	Cla..	Pump.	B....	....	TT..	4	[1]	....	SW.	1-Met.	¾Fl.	Sp..	5.3	TT.	TT.	½El	½El	IFw..	IFw..	DM..	WS.	Disk.	.....
Armstrong Siddeley	20	129	56	32x6.0	6	73x114	2.9x4.5	173	....	I..	Int..	Al	CC..	Ch..	Pump.	abce..	25	Cla..	Vac...	M....	....	TT..	4	[1]	....	SW.	1-Met.	¾Fl.	Sp..	4.4	TT.	TT.	½El	Cant.	IRw.	IFw..	DM..	WS.	Disk.	.....
Armstrong Siddeley	20	131	56	32x6.0	6	73x127	2.9x5.0	194	....	I..	Int..	Al	CC..	Ch..	Pump.	abce..	25	Cla..	Pump.	B....	[2]	TT..	4	[1]	....	SW.	1-Met.	¾Fl.	Sp..	4.4	TT.	TT.	½El	½El	IFw..	IFw..	DM..	SN..	Disk.	.....
Armstrong Siddeley	30	133	56	32x6.5	6	90x133	3.5x5.25	302	....	I..	Sep.	Al	CC..	Ch..	Pump.	abce..	25	Cla..	Vac...	M....	[2]	TT..	4	[1]	..	SW.	1-Met.	¾Fl.	Sp..	3.75	TT.	TT.	½El	Cant.	IRw.	IFw..	DM..	WS.	Disk.	.....
Aston Martin	12	102	52	30x4.5	4	69x99	2.75x3.9	90	6.0	I..	Int..	Al	O....	Ch..	Pump.	abce..	15	SU...	Pump.	M....	SP.	Sep.	4	No..	C.	1F 1M	FF..	Wo	4.75	TT.	TT.	½El	½El	IRw.	IFw..	DM..	Ca.	Wire	1680
Austin	7	75	40	26x3.5	4	56x76	2.2x3.0	45	5.0	L..	Sep.	Al	CC..	Hel.	ThS...	Spl...	....	Zen...	Grav.	B....	SP.	Eng.	3	No..	C.	1F 1M	¾Fl.	Sp..	4.9	Sp..	TT.	Tr. ½El	¼El	IFw..	IFw..	DM..	WW	Wire	670
Austin	13	112	56	30x5.0	4	72x114	2.8x4.5	112	4.8	L..	Sep.	Al	CC..	Hel.	Pump.	abce..	15	Zen...	Vac...	M....	SP.	Sep.	4	No..	C.	1F 1M	¾Fl.	Sp..	5.1	Sp..	Sp..	½El	½El	ETr..	IFw..	DM..	WW	H.S.	1800
Austin	14	106	50	28x4.75	6	61x84	2.4x3.3	90	5.5	L..	Int..	Al	CC..	Ch..	ThS...	abce..	25	Zen...	Pump.	B....	SP.	Eng.	73	No..	C.	1F 1M	¾Fl.	Sp..	5.5	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	1400
Austin	16	112	56	30x5.0	6	65x111	2.6x4.4	137	5.4	L..	Sep.	Al	CC..	Hel.	Pump.	abce..	15	Zen...	Vac...	B....	SP.	Sep.	4	No..	C.	1F 1M	¾Fl.	Sp..	5.1	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	1930
Austin	20	136	56	.....	6	79x114	3.1x4.5	207	5.2	L..	Sep.	Al	CC..	Ch..	Pump.	abce..	15	Zen...	Vac...	B....	SP.	Sep.	4	No..	C.	2-Met.	¾Fl.	Sp..	3.9	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	2800
Burney[3]	20	146	60	32x6.5	6	73x127	2.9x5.0	195	....	I..	Sep.	Al	CC..	....	Pump.	abce..	20	.....	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	....	Wo	..	TT.	TT.	Ind..	Ind..	IRw.	IFw..	Hyd.	Ca.	Wire	2460
Burney[3]	28	161	60	32x6.5	8	76x121	3.0x4.75	268	....	L..	Int..	Al	CC..	....	Pump.	abce..	20	.....	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	....	Wo	..	TT.	TT.	Ind..	Ind..	IRw.	IFw..	Hyd.	Ca.	Wire	2570
Crossley	10	108	48	27x4.40	4	63x90	2.5x3.5	68	....	F..	Int..	Al	CC..	Ch..	ThS...	ab....	25	SU...	Vac...	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.33	Sp..	Sp..	½El	½El	IFw..	IFw..	Hyd.	SN..	Wire	1300
Crossley	16	123	56	30x5.25	6	65x100	2.6x3.9	121	5.0	I..	Int..	Al	CC..	Ch..	Pump.	abe...	40	Stro...	Vac...	M....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.0	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WS.	Wire	2070
Crossley	21	137	56	33x6.0	6	75x120	3.0x4.75	195	5.0	I..	Sep.	Al	CC..	Ch..	Pump.	ab...	40	Stro...	Vac...	M....	SP.	Eng.	4	No..	R..	2-Met.	½Fl.	Sp..	4.7	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	WW	Wire	2470
Daimler	16	121	57	30x5.25	6	73.5x104	2.9x4.1	161	5.6	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Pump.	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	½Fl.	Wo	4.86	Sp..	Sp..	½El	½El	ITr..	IFw..	Ser..	Ca.	Wire	2465
Daimler	20	142	57	32x6.0	6	81.5x114	3.2x4.5	218	4.5	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Vac...	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	½Fl.	Wo	4.12	Sp..	Sp..	½El	½El	IFw..	IFw..	Ser..	Ca.	Wire	2912
Daimler	35	148	60	34x7.0	6	97x130	3.8x5.1	351	5.0	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Vac...	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	FF..	Wo	4.12	Sp..	Sp..	½El	½El	ITr..	IFw..	Ser..	SN..	Wire	4150
Daimler	30	145	57	32x6.0	12	65x94	2.6x3.7	228	6.2	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Vac...	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	½Fl.	Wo	5.14	Sp..	Sp..	½El	½El	IRw.	IFw..	Ser..	SN..	Wire	3420
Daimler	40	147	60	34x7.0	12	73.5x104	2.9x4.1	322	5.6	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Pump.	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	½Fl.	Wo	3.78	Sp..	Sp..	½El	½El	ITr..	IFw..	Ser..	Ca.	Wire	4150
Daimler	50	147	60	34x7.0	12	81.5x104	3.2x4.1	397	5.3	Sl..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	Own..	Pump.	B....	Hyd[4]	Sep..	4	Yes.	SW.	2-Met.	½Fl.	Wo	4.37	Sp..	Sp..	½El	½El	ITr..	IFw..	Ser..	Ca.	Wire	4260
Frazer Nash	12	99	46	27x4.4	4	69x100	2.7x3.9	91	5.8	L..	Sep.	Al	CC..	Ch..	ThS...	abce..	30	.....	Pump.	M....	SP.	Sep..	3	No..	R..	1-Fab.	FF..	Ch..	3.5	RR.	TA.	¼El	¼El	IRw.	IFw..	DM..	Spur.	Wire	1170
Frazer Nash[5]	12	99	46	27x4.4	4	69x100	2.7x3.9	91	6.2	I..	Sep.	Al	CC..	Ch..	Pump.	abce..	30	.....	Pump.	M....	SP.	Sep..	4	No..	R..	1-Fab.	FF..	Ch..	3.5	RR.	TA.	¼El	¼El	IRw.	IFw..	DM..	Spur.	Wire	1170
Hampton	12	111	52	27x4.4	4	69x80	2.7x3.2	73	....	L..	Int..	Ci.	CC..	Ch..	Pump.	abce..	45	Ama..	Pump.	B....	SP.	Eng..	4	Yes.	R..	2-Fab.	¾Fl.	Sp..	5.4	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	...
Hampton	17	130	56	30x5.5	6	67x114	2.7x4.5	147	6.9	L..	Int..	Ci	CC..	Ch..	Pump.	abce..	45	Ama..	Pump.	B....	SP.	Eng..	4	Yes.	C.	2-Fab.	¾Fl.	Sp..	4.5	Sp..	Sp..	Tr..	Cant.	IFw..	IFw..	DM..	Ca.	Disk.	.....
Hillman	10	92	48	28x4.5	4	63x95	2.5x3.75	72	5.7	L..	Int..	Al	CC..	Ch..	ThS...	abce..	20	Sol...	Pump.	B....	SP.	Eng.	3	No..	C.	2-Met.	½Fl.	Sp..	5.5	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	1180
Hillman[6]	16	111	56	30x5.25	6	65x106	2.6x4.2	128	5.3	L..	Int..	A&S	CC..	Ch..	Pump.	abce..	30	Sol...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.5	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	SN..	Wire	2180
Hillman	20	120	56	30x5.5	8	63x106	2.5x4.2	141	5.7	I..	Int..	A&S	CC..	Ch..	Pump.	abce..	30	Zen...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.2	Sp..	Sp..	½El	½El	IRw.	IFw..	Ser..	Ca.	Wire	2800
Humber	16	120	56	30x5.5	6	65x106	2.6x4.2	128	5.6	F..	Int..	A&S	CC..	Ch..	Pump.	abce..	30	Str...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.66	Sp..	Sp..	½El	½Fl	IFw..	IFw..	DM..	SN..	Wire	2520
Humber	24	120	56	30x5.5	6	80x116	3.1x4.56	213	5.0	F..	Int..	A&S	CC..	Ch..	Pump.	abce..	30	Str...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	4.5	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	SN..	Wire	2520
Humber	24	132	56	32x6.0	6	80x116	3.1x4.56	213	5.0	F..	Int..	A&S	CC..	Ch..	Pump.	abce..	30	Str...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp..	5.0	Sp..	Sp..	½El.	½El	IFw..	IFw..	DM..	SN..	Wire	2636
Invicta	12	118	56	29x5.5	6	57x98	2.25x3.8	91	6.0	I..	Sep.	Al	O....	Ch..	Pump.	abce..	40	SU...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	¾Fl.	Sp..	6.0	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	1900
Invicta	30	126	56	31x6.0	6	88x120	3.5x4.75	272	6.0	I..	Sep.	Al	CC..	Ch..	Pump.	abce..	80	2SU...	Vac...	MB.	SP.	Eng.	4	Yes.	R..	2-Met.	¾Fl.	Sp..	3.9	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	Ca.	Wire	2800
Jowett	7	102	45	27x4.4	2	75x102	2.9x4.0	55	4.8	L..	Sep.	Al	CC..	Ch..	ThS...	ab..	15	.....	Grav.	B....	SP.	Eng.	3	No..	C.	2-Fab.	½Fl.	Sp..	5.4	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Spur.	Wire	975
Lagonda	13	120	56	30x4.75	4	72x120	2.8x4.75	119	5.9	I..	Int..	Al	O....	Ch..	Pump.	abe...	40	Zen...	Vac...	B....	SP.	Sep..	4	No..	R..	1F 1M	½Fl.	Sp..	5.0	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	Ca.	Wire	.....
Lagonda	20	129	56	31x5.25	6	72x120	2.8x4.75	178	6.3	I..	Int..	Al	O....	Ch..	Pump.	abe...	40	2SU...	Pump.	B....	SP.	Sep..	8	Yes.	SW.	2-Met.	½Fl.	Sp..	3.6	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	Ca.	Wire	.....
Lanchester	15	115	52	28x5.25	6	69x110	2.7x4.3	152	5.5	I..	Int..	Al	CC..	Ch..	Pump.	abcde.	40	SU...	Pump.	B....	SP.	Sep..	4	Yes.	SW.	2-Met.	¾Fl.	Wo	4.8	Sp..	Sp..	½El	½El	ITr..	IFw..	Hyd.	Ca.	Wire	2350
Lanchester	30	142	56	32x6.0	8	78x114	3.1x4.5	270	4.8	I..	Sep.	A&S	O....	Wo	Pump.	abcde.	45	Zen...	Vac...	MB.	SP.	Eng.	4	No..	R..	1-Met.	¾Fl.	Wo	4.4	TT.	TT.	½El	Cant.	IRw.	IFw..	Ser..	SN..	Wire	2910
Lea Francis	12	111	52	28x4.75	4	69x100	2.7x3.9	91	6.2	I..	Sep.	Al	CC..	Hel.	Pump.	abce..	25	Sol...	Pump.	M....	SP.	Eng.	4	No..	R..	1-Met.	¾Fl.	Sp..	5.1	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	WW	Wire	2270
Lea Francis	16	111	52	29x5.0	6	65x100	2.6x3.9	121	6.2	I..	Int..	Al	O....	Ch..	Pump.	abce..	45	Str...	Pump.	M....	SP.	Eng.	4	Yes.	R..	2-Met.	¾Fl.	Sp..	4.7	Sp..	Sp..	½El	½El	IRw.	IFw..	DM..	WW	Wire	.....
M. G.	8	78	42	27x4.0	4	57x83	2.2x3.25	52	5.5	I..	Int..	Al	O....	Sp..	ThS...	abce.	60	SU...	Grav.	B....	SP.	Eng.	3	No..	C.	2-Fab.	¾Fl.	Sp..	4.9	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	925
M. G.	12	94	42	27x4.0	6	57x83	2.2x3.25	78	5.5	I..	Int..	Al	O....	Sp..	Pump.	abce.	60	2SU...	Pump.	B....	SP.	Eng.	4	Yes.	C.	2-Met.	¾Fl.	Sp..	4.9	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	1060
M. G.	18	114	52	29x5	6	69x110	2.7x4.3	150	5.7	I..	Int..	Al	O....	Ch..	Pump.	abce.	60	2SU...	Vac...	B....	DP	Eng.	4	Yes.	C.	1-Met.	¾Fl.	Sp..	4.3	TT.	TT.	½El	½El	IFw..	IFw..	DM..	Ca.	Wire	2460
Morris Minor	8	78	42	26x3.5	4	57x83	2.2x3.25	52	5.5	L..	Int..	Al	CC..	Ch..	ThS...	abe.	60	SU...	Pump.	B....	SP.	Eng.	3	No..	C.	2-Fab.	¾Fl.	Sp..	4.9	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	900
Morris Eight	8	91	42	27x4.0	4	57x83	2.2x3.25	52	5.5	L..	Int..	Al	O....	Sp..	ThS...	abce.	60	SU...	Pump.	B....	SP.	Eng.	3	No..	C.	2-Fab.	¾Fl.	Sp..	5.9	Sp..	Sp..	½El	½El	IFw..	IFw..	DM..	WW	Wire	1100
Morris Cowley	12	105	48	29x5.0	4	69x102	2.7x4.0	94	5.0	L..	Int..	Al	CC..	Hel	ThS...	abe.	40	SU...	Vac...	B....	DP	Eng.	3	No..	C.	1-Met.	¾Fl.	Sp..	5.3	TT.	TT.	½El	½El	IRw.	IFw..	Hyd.	WW	Wire	1600
Morris Major	14	106	52	29x5.0	6	61x102	2.4x4.0	109	5.0	L..	Int..	Al	CC..	Ch..	Pump.	abce.	80	SU...	Vac...	B....	DP	Eng.	4	Yes.	C.	1-Met.	¾Fl.	Sp..	5.3	Sp..	TT.	½El	½El	IRw.	IFw..	Hyd.	Ca.	Wire	1760
Morris Oxford	15	114	56	28x5.25	6	63x102	2.5x4.0	118	5.0	L..	Int..	Al	CC..	Ch..	Pump.	abce.	80	SU...	Vac...	B....	DP	Eng.	4	Yes.	C.	1-Met.	¾Fl.	Sp..	5.3	Sp..	TT.	½El	½El	IRw.	IFw..	Hyd.	Ca.	Wire	1960
Morris Isis	18	120	56	29x5.5	6	69x110	2.7x4.3	150	5.0	I..	Int..	Al	O....	Ch..	Pump.	abce.	80	SU...	Vac...	B....	DP	Eng.	4	Yes.	C.	2-Met.	¾Fl.	Sp..	4.8	Sp..	Sp..	½El	½El	IRw.	IFw..	Hyd.	Ca.	Wire	2380

Riley	9	106	48	27x4.4	4	60x95	2.3x3.75	66	5.5	I.	Int.	Al	CC.	Hel.	ThS.	abce.	45	Sol.	Vac.	M.	SP.	Eng.	4	Yes.	C.	1-Met.	½Fl.	Sp.	5.2	TT.	TT.	½El	½El	IRw.	IFw.	DM.	WW.	Wire.	1480
Riley	14	113	48	29x5.0	6	60x95	2.3x3.75	99	5.5	I.	Int.	Al	CC.	Hel.	Pump.	abce.	45	SU.	Vac.	B.	SP.	Eng.	4	Yes.	C.	1-Met.	½Fl.	Sp.	5.5	TT.	TT.	½El	½El	IRw.	IFw.	DM.	WW.	Wire.	1790
Rolls Royce	20	129	56	31x6.0	6	82x114	3.25x4.5	224	4.5	I.	Sep.	Al	CC.	Hel.	Pump	abcde	30	Own	Vac.	MB.	SP.	Eng.	4	No.	R.	2-Met.	FF.	Sp.	4.5	Sp.	Sp.	½El	½El	IRw.	IFw.	Ser.	SN.	Wire.	2460
Rolls Royce	40	144	58	34x7.0	6	108x140	4.25x5.5	47	4.7	I.	Sep.	Al	CC.	Hel.	Pump	abcde	30	Own	Vac.	MB.	SP.	Eng.	4	No.	R.	2-Met.	FF.	Hyp.	3.7	Sp.	Sp.	½El	½El	IRw.	IFw.	Ser.	SN.	Wire.	3910
Rover[3]	7	78	42	26x4.0	4	75x95	2.9x3.75	52	.	I.	Sep.	Al	CC.	Bev.	Air.	abce.	30		Grav.	B.	SP.	Eng.	3	No.	C.	4-Met.		Sp.		TT.	TT.	Coil.	Coil.	IRw.	IFw.	DM.		Disk.	
Rover	10	104	52	27x4.5	4	83x95	2.5x3.75	72	5.2	I.	Sep.	Ci	CC.	Ch.	Pump	abce.	25	Ama.	Grav.	B.	SP.	Eng.	4	No.	C.	1-Met.	¼Fl.	Wo	5.2	TT.	TT	½El	¼El	IRw.	IFw.	DM.	WW.	Wire.	1450
Rover	12	104	52	27x4.75	6	59x86	2.3x3.3	85	5.5	I.	Int.	Ci	CC.	Ch.	Pump	abce.	25	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	1-Met.	¼Fl.	Wo	5.2	TT.	TT	½El	¼El	IRw.	IFw.	DM.	Ca.	Wire.	1540
Rover	16	111	53	28x5.25	6	65x102	2.6x4.0	123	5.5	I.	Int.	Al	CC.	Ch.	Pump	abce.	25	Str.	Pump	B.	SP.	Eng.	4	Yes.	C.	1-Met.	½Fl.	Sp.	5.2	TT.	TT.	½El	½El	IRw.	IFw.	DM.	WS.	Wire.	1790
Rover	20	108	56	29x5.5	6	72x105	2.8x4.2	156	5.5	I.	Int.	Al	CC.	Ch.	Pump	abce.	25	Str.	Pump	B.	SP.	Eng.	4	Yes.	C.	1-Met.	½Fl.	Sp.	5.3	TT.	TT	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	2050
Singer	8	90	44	26x4.0	4	56x86	2.2x3.4	52	5.4	I.	Int.	Al	O.	Ch.	ThS.	abe.	25	Sol.	Vac.	B.	SP	Eng.	4	Yes.	C.	2-Fab.	½Fl.	Sp.	5.25	Sp.	Sp	½El	½El	IFw.	IFw.	DM.	WW.	Wire.	1070
Singer	9	90	44	26x4.0	4	60x86	2.3x3.4	59	5.6	I.	Int.	Al	O.	Ch.	ThS.	abce.	25	Sol.	Vac.	B.	SP.	Eng.	4	Yes.	C.	1F 1M	½Fl.	Sp.	5.25	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	WW.	Wire.	1070
Singer	10	104	52	27x4.0	4	65x95	2.6x3.75	76	5.1	L.	Int.	Al	CC.	Ch.	ThS.	abce.	25	Sol.	Vac.	B.	SP.	Eng.	4	Yes.	C.	1F 1M	½Fl.	Sp.	5.44	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	SN.	Wire.	1620
Singer	12	108	52	27x4.4	6	59x90	2.3x3.5	90	5.8	L.	Int.	Al	CC.	Ch.	ThS.	abce.	15	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	1F 1M	¼Fl.	Sp.	5.66	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	SN.	Wire.	1680
Singer	18	111	56	29x5.0	6	69.5x90	2.75x3.5	124	5.75	L.	Int.	Al	CC.	Ch.	ThS.	abce.	15	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	1F 1M	½Fl.	Sp.	5.22	Sp.	Sp.	½El	½El	IFw.	IFw.	Ser.	SN.	Wire	1760
Singer	18	115	56	30x5.0	6	69.5x95	2.75x3.75	13.	5.5	I.	Int.	Al	CC.	Ch.	Pump	abce.	15	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	1F 1M	½Fl.	Sp.	5.11	Sp.	Sp.	½El	½El	IFw.	IFw.	Ser.	Ca.	Wire.	2020
Standard	9	90	44	27x4.0	4	60x88	2.3x3.4	61	5.0	L.	Int.	Al	CC.	Ch.	ThS.	abe.	25	Sol.	Vac.	B.	SP.	Eng.	3	Yes.	C.	2-Met.	½Fl.	Sp.	5.22	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	SN.	Wire.	1060
Standard	10	100	48	27x4.4	4	63.5x102	2.5x4.0	78	4.9	L.	Int.	Al	CC.	Ch.	ThS.	abe.	25	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	Ca.	Wire.	1570
Standard	16	109	48	29x5.0	6	65.5x102	2.6x4.0	125	5.4	L.	Int.	Al	CC.	Ch.	Pump	abce.	25	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp.	5.4	Sp.	Sp.	½El	½El	IFw.	IFw.	DM.	Ca.	Wire.	1850
Standard	20	118	56	29x5.5	6	73x102	2.9x4.0	155	5.4	L.	Int.	Al	CC.	Ch.	Pump	abce.	25	Sol.	Pump	B.	SP.	Eng.	4	Yes.	C.	2-Met.	½Fl.	Sp.	5.22	Sp.	Sp.	½El	½El	IFw.	IFw.	Ser.	Ca.	Wire.	2300
Star	14	110	48	27x4.75	6	63.5x110	2.5x4.3	128	.	I.	Int.	A&S	CC.			abce.	40	Sol.	Pump	B.	SP.	Int.	4	Yes.	C.	2-Met.	½Fl.	Sp.		Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	....
Star	18	123	56	31x5.25	6	69x110	2.7x4.3	150	5.6	I.	Int.	A&S	CC.	Hel.	Pump	abc.	40	Sol.	Vac.	M.	SP.	Int.	4	Yes.	R.	2-Met.	½Fl.	Sp.	4.5	Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	2020
Star	21	123	56	31x5.25	6	75x110	2.9x4.3	178	.	I.	Int.	A&S	CC.		Pump	abce.	40	Sol.	Vac.	M.	SP.	Int.	4	Yes.	R.	2-Met.	½Fl.	Sp.		Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	2610
Star	24	135	56	32x6.0	6	80x120	3.1x4.72	220	.	I.	Int.	A&S	CC.		Pump	abce.	40	Sol.	Vac.	M.	SP.	Int.	4	Yes.	R.	2-Met.	½Fl.	Sp.		Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	....
Sunbeam	16	126	55	31x5.25	6	70x95	2.75x3.75	133	5.6	I.	Int.	A&S	CC.	Hel.	Pump.	abce.	0	Ama.	Vac.	B.	SP.	Int.	4	Yes.	R.	1-Met.	½Fl.	Sp.	5.6	TT.	TT.	½El	½El	IRw.	IFw.	Hyd.	SN.	Wire.	2580
Sunbeam	20	124	55	32x6.0	6	80x110	3.1x4.3	20	5.6	I.	Int.	A&S	CC.	Hel.	Pump.	abce.	0	Zen.	Pump	B.	SP.	Int.	4	Yes.	R.	1-Met.	½Fl.	Sp.	5.1	TT.	TT.	½El	½El	IRw.	IFw.	Hyd.	SN.	Wire.	2970
Sunbeam	25	137	57	34x6.0	6	80x120	3.1x4.72	220	5.2	I.	Int.	A&S	CC.	Ch.	Pump	abce.	20	Str.	Vac.	M.	SP.	Int.	4	No.	R.	1-Met.	½Fl.	Sp.	4.7	TT.	TT.	½El	Cant.	IRw.	IFw.	Ser.	SN.	Wire.	3250
Talbot	14	120	55	30x5.25	6	61x95	2.4x3.75	101	5.8	I.	Int.	A.Ci	CC.	Hel.	ThS.	abce.	25	Zen.	Pump	B.	SP.	Int.	4	Yes.	R.	1-Met.	½Fl.	Sp.	5.9	TT.	TT	½El	Cant.	IRw.	IFw.	DM.	SN.	Wire.	2080
Talbot	18	120	56	30x6.0	6	69.5x100	2.75x3.9	138	5.8	I.	Int.	A.Ci	CC.	Hel.	Pump	abce.	25	Zen.	Pump	B.	SP.	Int.	4	Yes.	R.	1-Met.	½Fl.	Sp.	5.2	TT.	TT.	½El	Cant.	IRw.	IFw.	DM.	SN.	Wire.	2150
Talbot	21	114	56	29x5.25	6	75x112	2.9x4.4	181	6.5	I.	Int.	A.Ci	CC.	Hel.	Pump	abce.	25	Zen.	Pump	B.	SP.	Int.	4	Yes.	R.	1-Met.	½Fl.	Sp.	4.4	TT.	TT	½El	Cant.	IRw.	IFw.	DM.	SN.	Wire.	2200
Triumph	8	81	45	27x4.0	4	56.5x83	2.25x3.2	50	5.1	L.	Int.	Al	CC.	Ch.	ThS.	abe.	0	Sol.	Vac.	B.	SP.	Int.	4	No.	C.	2-Met.	½Fl.	Wo	6.25	TT.	Sp.	½El	½El	ITr.	IFw.	Hyd.	WW	Wire.	896
Triumph	9	87	45	27x4.4	4	60x100	2.3x3.5	6.	6.1	F.	Int.	Al	CC.	Ch.	ThS.	abe.	35	Sol.	Vac.	B.	SP.	Int.	4	No.	C.	2-Met.	½Fl.	Wo	5.75	TT.	Sp.	½El	½El	ITr.	IFw.	Hyd.	WW	Wire.	970
Triumph	12	92	45	27x4.4	6	56.5x80	2.25x3.1	73	5.5	L.	Int.	Al	CC.	Ch.	ThS.	abe.	20	Sol.	Vac.	B.	SP.	Int.	4	No.	C.	2-Met.	½Fl.	Wo	6.25	TT.	Sp.	½El	½El	ITr.	IFw.	Hyd.	WW	Wire.	1040
Trojan[3]	10	102	56	29x5.0	4	83x118	2.5x4.6	90	5.3	V	Int.	Ci	.		Pump	a.		Own	Grav.	B.	SP.	Sep.	3	No.	C.	. . . .		Spur	3.5	.		Cant.	½El	ETr.	IRw.	DM.	Spur.	Disk.	1450
Vauxhall	17	107	56	29x5.0	6	67.5x95	2.6x3.75	123	5.0	I.	Int.	Al	CC.	Ch.	Pump	abce.	0	Zen.	Pump	B.	SP.	Int.	3	Yes.	C.	2-Met.	½Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	1930
Vauxhall	27	107	56	29x5.0	6	84x95	3.3x3.75	193	5.0	I.	Int.	Al	CC.	Ch.	Pump	abce.	20	Zen.	Pump	B.	SP.	Int.	3	Yes.	C.	2-Met.	½Fl.	Sp.	3.9	Sp.	Sp.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	1930
Vauxhall	24	123	57	31x5.5	6	80x110	3.1x4.3	20.	5.0	I.	Int.	Al	CC.	Ch.	Pump	abce.	30	Cla.	Pump	B.	SP.	Int.	4	Yes.	C.	2-Met.	½Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	ITr.	IFw.	DM.	Ca.	Wire.	2800
Whitlock	20	124	52	31x5.25	6	72.5x120	2.8x4.72	181	4.7	I.	Sep	Al	CC.	Ch.	Pump	abce.	0	Sol.	Vac.	M.	SP.	Int.	4	No.	R.	2-Met.	½Fl.	Sp.	4.5	TT.	TT.	½El	½El	IRw.	IFw.	DM.	Ca.	Wire.	2100
Wolseley	12	90	45	27x4.75	6	57x83	2.2x3.25	77	5.7	I.	Int.	Al	O.	Ch.	Pump	abce.	40	SU.	Vac.	B.	SP.	Int.	4	Yes.	C.	2-Fab.	¼Fl.	Sp.	4.8	Sp.	Sp.	½El	½El	IRw.	IFw.	Hyd.	WW	Wire	1260
Wolseley	16	117	56	29x5.25	6	65x102	2.6x4.0	103	5.5	I.	Int.	Al	O.	Bev	Pump.	abce.	60	SU.	Vac.	B.	SP.	Int.	4	Yes.	C.	2-Met	¼Fl.	Sp.	5.2	Sp.	Sp.	½El	½El	IRw.	IFw.	Hyd.	WS.	Wire	2070
Wolseley	21	114	56	30x5.5	6	75x102	2.95x4.0	163	5.2	I.	Int.	Al	O.	Bev.	Pump.	abce.	60	SU.	Vac.	B.	SP.	Int.	4	Yes.	C.	2-Fab.	¼Fl.	Sp	4.8	Sp.	Sp.	½El	½El	IRw.	IFw.	Hyd.	WW	Wire	2350

[1] Planetary gears, pre-selector control
[2] Fluid flywheel optional
[3] Engine at rear
[4] Fluid flywheel and self-changing planetary transmission
[5] Supercharged speed model
[6] Engine with 75 mm. optional at same price
[7] Four speeds optional; £10 extra

ABBREVIATIONS

a—Main Bearing (Oiling System)
Al—Aluminum
A&S—Aluminum and Steel
Ama—Amal
A&Ci—Aluminum and Cast Iron
b—Big-ends (Oiling System)
B—Battery
Bev—Bevel
c—Camshaft Bearings (Oiling Sys.)
C—Central
Ca—Cam
Cant—Cantilever
CC—In Crankcase
Ci—Cast Iron
Ch—Chain
Cla—Claudel
d—Wrist Pins (Oiling System)
DM—Direct Mechanical
DP—Dual Plate
e—Front end gears or chain (Oiling System)
¼El—Quarter-elliptic
½El—Half-elliptic
Eng—Unit with Engine
ETr—External Transmission
F—In Head and Side
Fab—Fabric
1F 1M—1 Fabric, 1 Metal
FF—Full Floating
½Fl—Semi-floating
¾Fl—Three-quarter Floating
Grav—Gravity
Hel—Helical Gear
HS—Hollow Pressed Steel
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
Ind—Independent
Int—Integral
IFw—Internal Four Wheels
IRw—Internal Rear Wheels
ITr—Internal Transmission
L—Valves at Side
M—Magneto
MB—Magneto and Battery
MD—Multiple Dry Plate
Met—Metal
O—Overhead
R—Right Hand
RR—Radius Rods
Sep—Separate
Sp—Spiral Bevel (Final Drive)
Sp—Springs (Propulsion & Torque)
Ser—Servo (vacuum, except Rolls Royce)
Sl—Sleeve Valves
Spl—Splash
Spur—Spur Gears
SN—Screw and Nut
Sol—Solex
SP—Single Plate
Str—Stromberg
SW—Steering Wheel
TA—Torque Arm
ThS—Thermo Siphon
TT—Torque Tube
Tr½El—Transverse half-elliptic
V—Valveless Two-cycle Engine
Vac—Vacuum
Var—Various
Wo—Worm
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith

Number of Passenger Car Chassis Makes and Models

	Makes	Models
1925	69	109
1926	60	100
1927	50	99
1928	47	103
1929	45	100
1930	45	106
1931	38	87
1932	35	74

AMERICAN PASSENGER CAR TRENDS

Type of Rear Axle

(Based on number of models offered)

	Per Cent Semi-Floating	Per Cent Full Floating	Per Cent ¾ Floating
1922	39.9	26.8	33.3
1923	54.7	21.3	24.0
1924	61.9	22.0	16.1
1925	64.8	10.2	25.0
1926	80.0	9.0	11.0
1927	83.8	7.1	9.1
1928	86.0	7.4	6.6
1929	86.0	4.50	9.5
1930	90.0	3.00	7.00
1931	87.5	2.27	10.23
1932	87.5	2.80	9.70

CONTINENTAL PASSENGER CARS

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication (Pressure to)	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs Front	Springs Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH																																						
Amilcar	105	47	12x45	4	60x110	2.36x4.33	75	5.4	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V.	M	12	MD	Eng	4	C	1 Fab	Sp	5.3	Sp	TT	½El	½El	IR	IFR	Mech	WS	W
Amilcar	118	52	14x45	8	66x85	2.59x2.34	142	5.4	5	I	8	Int	Al	OH	Ch	ThS	abc	Solex	Pu	Scin	M	12	SP	Eng	4	C	1 Fab	Sp	5.3	Sp	TT	½El	½El	IR	IFR	Mech	WS	W
Berliet	114	52	13x45	4	65x111-7	2.55x4.38	91	5.3	2	L	4	Int	Al	CC	Pin	Pu	abc	Zenith	Grav	Delco	B.	12	SP	Eng	4	C	1 Fab	Sp	5.7	TT	TT	½El	½El	IR	IFR	Mech	WW	D
Berliet	122	55	14x45	4	80x130	3.14x5.11	158	4.7	3	L	4	Int	Al	CC	Pin	Pu	abc	Zenith	Pu	Delco	B.	12	SP	Eng	4	C	2 M	Sp	4.3	Sp	Sp	½El	½El	IR	IFR	Mech	WW	D
Berliet	122	55	14x45	4	90x130	3.54x5.11	201	4.7	3	L	4	Int	Al	CC	Pin	Pu	abc	Zenith	Pu	Delco	B.	12	SP	Eng	4	C	2 M	Sp	5.1	TT	TT	½El	½El	IR	IFR	Mech	WW	D
Berliet	126	55	15x45	6	73x109	2.87x4.29	170	5	4	L	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Pu	Scint	M	12	MD	Sep	4	C	1 Fab	Sp	3.6	RR	TA	½El	¼El	IFR	IFR	Mech	WW	Al
Bugatti	108	49	29x5	8	60x100	2.36x3.93	138		5	I	8	Sep	Al	OH	Pin	Pu	abc	Zenith	Pu	Scint	M	12	MD	Sep	4	C	1 Fab	Sp	4.1	Sp	TA	½El	¼El	IFR	IFR	Mech	WW	Al
Bugatti	126	49	28x5.25	8	72x100	2.83x3.93	201		9	I	8	Sep	Al	OH	Pin	Pu	abc	Schebler	Pu	Scint	M	12	MD	RA	3	C	1 Fab	Sp	3.9	RR	TA	½El	¼El	IFR	IFR	Mech	WW	Al
Bugatti	137	55	32x6	8	81x130	3.18x5.11	326		9	I	8	Sep	Al	OH	Pin	Pu	abc	Smith	Pu	Scint	M	12	MD	RA	3	C	1 Fab	Sp	3.4	RR	TA	½El	¼El	IFR	IFR	Mech	WW	Al
Bugatti	122	55	32x6.20	8	86x107	3.38x4.21	298		9	I	8	Sep	Al	OH	Pin	Pu	abc	Schebler	Pu	Scint	M	12	MD	RA	3	C	2 Fab	Sp	5.7	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
Chaigneau-Brasier	106	48	12x45	4	62x90	2.44x3.54	67		2	I	4	Sep	Al	CC	Pin	ThS	abc	Zenith	Grav	Duc	B.	12	SP	Eng	4	C	2 Fab	Sp	5.1	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
Chenard-Walcker	107	50	13x45	4	68.5x100	2.68x3.93	89	5.5	2	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav	S.A.E.G	B.	12	SP	Eng	4	C	1 F. 1 M	Sp	4.55	TT	TT	½El	Trans	IR	IFR	Mech	WS	D
Chenard-Walcker	115	55	14x45	4	79.4x110	3.2x4.33	134	5	4	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Vac	S.A.E.G	B.	12	SP	Eng	4	C	2 M	Sp	4.77	Sp	TT	½El	½El	IFR	IFR	Mech	WS	D
Chenard-Walcker	124	53	14x45	6	70x107	2.75x4.2	150	5.5	4	IL	6	Sep	Al	CC	Ch	Pu	abc	Solex	Vac		B.	12	SP	Eng	4	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	108	53	13x45	4	72x100	2.83x3.93	99	5.2	3	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	108	53	13x45	4	75x100	2.95x3.93	107	5.2	3	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	117	53	14x45	4	75x100	2.95x3.93	107	5.2	3	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	108	56	13x45	4	75x100	2.9ox3.93	107	5.2	3	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	117	56	14x45	4	75x100	2.95x3.93	107	5.2	3	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	116	56	14x45	6	75x100	2.95x3.93	161	5.2	4	L	6	Int	Al	CC	Pin	Pu	abc	Solex	Vac		B.	6	SP	Eng	3	C	2 M	Sp	5.1	Sp	Sp	½El	½El	ET	IFR	Mech	WS	D
Citroen	123	56	14x45	6	75x100	2.95x3.93	161	5.2	4	L	6	Int	Al	CC	Pin	Pu	abc	Solex	Vac		B.	6	SP	Eng	3	C	2 M	Sp	4.3			½El	¼El	IR	IFR	Mech	WS	D
Citroen	194	47	77x45	4	68x80	2.67x3.14	62	5.2	3	L	4	Sep	Al	CC	Ch	Ths	abc	Solex	Grav	Delco	B.	12	SP	Sep	4	C	2 M	Wo	6.25	Sp	Sp	Trans	Trans	IT	IFR	Hyd	SN	W
*Claveau (FWD)	129	55	6x20	6	72x102	2.83x4.0	152	4.5	4	I	6	Int	Al	CC	Ch	Pu	abc	Zenith	Grav		B.	12	SP	Eng	4	C	2 M	Sp		Sp	Sp	½El	½El	IR	IFR	Servo	SN	W
*Cottin Desgouttes	122	53	6x19	6	70x109	2.75x4.28	153		4	I	6	Int	Al	CC	Ch	Pu	abcd	Smith	Pu	Delco	B.	12	SP	Eng	4	C	2 M	Sp		Sp	Sp	½El	½El	IR	IFR	Servo	SN	W
Delage	122	53	6x19	6	77x109	3.03x4.28	185		4	I	6	Int	Al	CC	Ch	Pu	abcd	Smith	Pu	Delco	B.	12	SP	Eng	4	C	2 M	Sp		Sp	Sp	½El	¼El	IR	IFR	Servo	SN	W
Delage	122	53	6x19	6	77x109	3.03x4.28	247		5	I	8	Int	Al	CC	Ch	Pu	abcd	Smith	Pu	Delco	B.	12	SP	Eng	4	C	2 F	Sp	5	Sp	Sp	½El	½El	IFR	IFR	Mech	SN	D
Delage	135	56	7x18	8	77x109	3.03x4.28	247		5	I	8	Int	Al	CC	Pin	ThS	abc	Solex	Gt	Delco	B.	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IFR	IFR	Mech	SN	D
Delahaye	104	49	13x45	4	69x100	2.71x3.93	91	5.1	2	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Vac	Delco	B.	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IFR	IFR	Mech	SN	D
Delahaye	124	53	14x45	4	80x107	3.14x4.2	130	5	3	I	4	Int	Al	CC	Pin	Pu	abc	Solex	Vac	Delco	B.	12	SP	Eng	4	C	2 F	Sp	4.3	Sp	Sp	½El	½El	IFR	IFR	Mech	SN	D
Delahaye	124	53	14x45	6	75.5x107	2.96x4.2	174	5.1	4	I	6	Int	Al	CC	Ch	Pu	abc	Solex	Gt	Delco	B.	12	SP	Eng	4	C	2 F	Sp	4.9	Sp	TT	½El	½El	IFR	IFR	Mech	SN	D
Delahaye	124	53	14x45	6	70x107	2.75x4.2	150	5	4	I	6	Sep	Al	CC	Ch	Pu	abc		Vac		B.	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IT	IFR	Mech	SN	W
Delaunay-Belleville	127	56	15x45	4	78x120	3.07x4.72	139	5.2	3	L	4	Int	Al	CC	Ch	Pu	abc		Vac		B.	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IT	IFR	Mech	SN	W
Delaunay-Belleville	127	56	15x45	6	73x120	2.87x4.75	183	5.05	4	L	6	Int	Al	CC	Ch	Pu	abc		Vac		B.	12	SP	Eng	4	C	2 M	Sp	4.3	Sp	Sp	½El	½El	IT	IFR	Mech	SN	W
Delaunay-Belleville	136	56	16x45	8	73x120	2.87x4.75	244	5.05	5	L	8	Int	Al	CC	Ch	Pu	abc		Vac		B.	12	SP	Eng	4	C	2 M	Sp	4.3	Sp	Sp	½El	½El	IT	IFR	Mech	SN	W
Delaunay-Belleville	143	56	16x50	6	80x120	3.14x4.75	219	4.9	7	I	6	Sep	Al	CC	Ch	Pu	abc		Vac		B.	12	SP	Eng	4	C	2 M	Sp	4.3	Sp	Sp	½El	½El	IT	IFR	Mech	SN	W
Delaunay-Belleville	143	56	16x50	8	82x120	3.22x4.75	274	5.05	5	L	8	Int	Al	CC	Ch	Pu	abc		Vac		B.	6	SP	Eng	4	C	2 M	Sp	5.3	Rods	Rods	Trans	Trans	IR	IFR	Mech	WW	D
Derby* (FWD)	107	49	12x45	4	60x97	2.39x3.81	61	5.7	2	I	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B.	12	SP	Eng	3	C	1 F	Sp	4.5	Sp	TT	Trans	¼El	IR	IFR	Mech	Rack	W
Donnet	89	41	27x4	2	79x75	3.11x2.95	45		2	2St	2	Sep	Al			ThS	abc	Solex	Grav	Delco	B.	12	SP	Eng	4	C	2 F	Sp	5.9	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
Donnet	113	54	13x45	4	63.5x103	2.5x4	79	5.5	3	L	4	Int	Al	CC	Ch	ThS	abc	Solex	Grav	Delco	B.	12	SP	Eng	4	C	2 F	Sp	4.4	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
Donnet	113	54	13x45	6	66x96	2.59x3.77	120	5.5	4	L	6	Sep	Al	CC	Ch	ThS	abc	Solex	Grav	Delco	B.	12	SP	Eng	4	C			5.01	Lev	Lev	Rub	Rub	IR	IFR	Mech	Rack	D
Harris Leon Laisne (FWD)	106	51	4.75x18	4	69.8x80	2.75x2.36	74		3	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B.	6	SP	Eng	3	C	2 M	Wo	4.8	Lev	Lev	Rub	Rub	IT	IFR	Hyd	WS	D
Harris Leon Laisne	126	55	31x6	6	80x100	3.14x3.93	184	5.2	7	I	6	Int	Al	CC	Ch	Pu	abc	Solex	Grav	Delco	B.	12	SP	Eng	4	C	2 M	Sp	3.9	TT	TT	½El	½El	IR	IFR	Servo	SN	W
Hispano-Suiza	145	57	33x6	6	100x140	3.93x5.51	402	4.7	7	I	6	Sep	Al	OH	Pin	Pu	abc	Solex	Vac	Delco	B.	12	SF	Eng	3	R	1 M	Sp	3.9	TT	TT	½El	½El	IR	IFR	Servo	SN	W
Hispano-Suiza	145	57	33x6	6	110x140	4.33x5.51	486	4.7	7	I	6	Sep	Al	OH	Pin	Pu	abc	Solex	Pu	Delco	B.	12	MD	Eng	3	R	1 M	Sp	3.6	TT	TT	½El	½El	IR	IFR	Servo	SN	W
Hispano-Suiza	149	59	700x19	12	100x100	3.93x3.93	574	4.7	7	I	6	Sep	Al	CC	Pin	Pu	abc	Solex	Pu	Delco	B.	12	MD	Eng	3	R	1 M	Sp	3.4	TT	TT	½El	½El	IR	IFR	Mech	SN	W
Hotchkiss	124	56	31x6	4	80x120	3.14x4.72	147	5.2	3	I	4	Int	Al	CC	Pin	ThS	abc	Solex	Vac	Scint	M	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IR	IFR	Mech	SN	W
Hotchkiss	130	56	31x6	6	80x100	3.14x3.93	184	5.2	7	I	6	Int	Al	CC	Pin	Pu	abc	Solex	Pu	Bosch	B.	12	SP	Eng	4	C	2 M	Sp	4.4	Sp	Sp	½El	½El	IR	IFR	Mech	SN	W
Hotchkiss	124	56	31x6	6	86x100	3.38x3.93	212	5.2	7	I	6	Int	Al	CC	Pin	Pu	abc	Solex	Pu	Bosch	B.	12	SP	Eng	4	C	1 F	Sp	6.2	Sp	TT	½El	¼El	IFR	IFR	Mech	WS	D
Licorne	96	40	11x45	4	60x80	2.36x3.14	55	5	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Volt	M	12	SP	Eng	4	C	1 M	Sp	4.8	TT	TT	½El	Cant	IR	IFR	Servo	SN	W
Lorraine	130	55	33x6.75	6	75x130	2.95x5.11	210	5	5	I	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac	Delco	B.	12	SP	Eng	4	C	1 M	Sp	3.9	TT	TT	½El	Cant	IR	IFR	Servo	SN	W
Lorraine	113	55	30x5	6	75x130	2.95x5.11	210	6	5	I	6	Sep	Al	CC	Pin	Pu	abcd	Zenith	Pu	Delco	B.	12	SP	Eng	4	C	2 M	Sp	4.7	Sp	Sp	½El	½El	IR	IFR	Mech	WS	Steel
Lorraine	139	56	17x50	6	85x120	3.34x4.72	320	5.25	7	L	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac		M	12	SP	Eng	4	C	1 M	Sp	4.5	TT	TT	½El	½El	IR	IFR	Mech	WS	W
Leon Bollee	123	56	30x6	4	72.8x120	2.86x4.72	122	5.2	3	I	4	Int	Al	CC	Pin	ThS	abc	Solex	Vac	Delco	B.	12	SP	Eng	4	C	1 M	Sp	4.9	TT	TT	½El	½El	IR	IFR	Mech	SN	D
Leon Bollee	123	56	31x5.25	4	80x120	3.14x4.72	147	5	3	I	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B.	6	SP	Eng	3	C	2 F	Sp		Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	106	48	12x45	4	69.8x99.5	2.62x3.9		5.2	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Vac	Delco	B.	6	SP	Eng	4	C	2 F	Sp		Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	115	49	13x45	4	80x100	3.14x3.93		5	3	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B.	6	SP	Eng	3	C	2 M	Sp		Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	95	47	11x45	6	69.8x99.5	2.62x3.9		5.2	4	L	6	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B.	6	SP	Eng	3	C	2 M	Sp		Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	114	50	13x45	6	65x100	2.55x3.93		5	4	L	6	Int	Al	CC	Pin	ThS	abc	Solex	Vac	Delco	B.	6	SP	Eng	4	C	2 M	Sp		Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	123	54	14x45	6	72x100	2.83x3.93		5	4	L	6	Int	Al	CC	Pin	ThS	abc	Solex	Pu	Delco	B.	12	SP	Eng	3	C	2 M	Sp		Sp	Sp	½El	¼El	ET	IFR	Hyd	SN	D
Mathis	123	54	14x45	8	69.8x99.5	2.62x3.9		5.2	4	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Pu	Delco	B.	12	SP	Eng	4	C	1 M	Sp	5.2	TT	TT	½El	¼El	IR	IFR	Mech	SN	Wd
Panhard Levasseur	123	54	14x50	6	67x86.5	2.63x3.39	112	5.78	4	Sl	6	Sep	Al	CC	Ch	ThS	a	Own	Vac		B.	12	SP	Eng	4	C												

STATISTICAL ISSUE

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CONTINENTAL PASSENGER CARS—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication (Pressure to)	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
GERMAN—Cont'd																																					
Ad'er "Std. 8"	131	56	6x20	8	75x110	2.95x4.33	237	5.3	9	L	8	Sep	Al	CC	Ch	Pu	abce	Strom	Vac	R.Bos	B	6	SP	Eng	3	C.	2 Met	Sp	4.92	Sp	Sp	½El	½El	ET	EF	Hyd	WS	DE.
Audi "T"	122	58	5.5x20	6	82.55x 120.65	3.44x5	234	5.5	7	L	6	Int	Al	CC	Ch	Pu		Pallas	Vac	R.Bs	B	12	SP	Eng	4	C.	2 Met	Sp	5.1	Sp	Sp	½El	½El	ET	IF	Hyd	WS	D
Audi "SS"	138	58	6.5x20	8	82.55x 120.65	3 44x5	313	5.5	9	L	8	Int	Al	CC	Ch	Pu		Pallas	Vac	R.Bs	B	12	SP	Eng	4	C.	2 Met	Sp	4.25	Sp	Sp	½El	½El	ET	IF	Hyd	WS	D
Audi "R"	143	57	32x6.75	8	80x122	3.15x4.8	297	5	5	L	8	Sep	Al	CC	Ch	Pu		Zenith	Vac	R.Bs	B	12	MD	Eng	3	C.	1 Met	Sp	5.2	TT	TT	½El	½El	IR	IF	Mech	SM	A
B. M. W.	75	40	27x4	4	56x76	2 2x2.99	45	5.3	2	L	4	Sep	L	CC	Heli	ThS	SpP	Solex	Grav	R.Bs	B	6	SP	Eng	3	C.	MF	Sp	5.3	Sp	Sp	T½El	¼El	IF	IR	Mech	WW	W
Brennabor "C"	90	49	4x18	4	62x83	2 44x3.26	61	5.2	2	L	4	Int	CI	CC	Heli	ThS	SpP	Solex	Grav	R.Bs	B	6	SP	Eng	3	C.	2 Fab	Sp	5.37	Sp	Sp	Trans	½El	IR	IF	Mech	WW	D
Brennabor "Ideal"	104	53	4.75x18	4	74x96	2.91x3.78	100	5.3	3	L	4	Int	Al	CC	Heli	Pu	abcde	Solex	Grav	R.Bs	B	6	SP	Eng	3	C.	2 Fab	Sp	5.57	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Brennabor "Juwel6"	112	53	5.25x18	6	74x96	2.91x3.78	151	5.3	4	L	6	Int	Al	CC	Heli	Pu	abcde	Solex	Grav	R.Bos	B	6	SP	Eng	3	C.	2 Fab	Sp	5.57	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Brennabor "Juwel8"	120	53	5.5x18	8	74x100	2.91x3.93	209	5.3	5	L	8	Int	Al	CC	Heli	Pu	abcde	Pallas	Grav	R.Bos	B	12	SP	Eng	3	C.	2 Fab	Sp	4.3	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Daimler-Benz "Mercedes" 170	102	53	5x18	6	65x85	2.56x3.34	103	5.65	4	L	6	Int	Al	CC	Spur	Pu	abcd	Solex	Grav	R.Bos	B	6	SP	Eng	3	C	2 Fab	Sp	4.5	SwA	SwA	Trans	Coil	ET	IF	Hyd	WW	D
Daimler-Benz "Mercedes"-"Stuttgart" 200	110	56	5.25x18	6	65x100	2.56x3.93	120	5	7	L	6	Int	Al	CC	Spur	Pu	abcd	Solex	Grav	R.Bos	B	12	SP	Eng	3	C.	1 Met	Sp	6.1	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Daimler-Benz "Mercedes"-"Stuttgart" 260	110	56	5.25x20	6	74x100	2.91x3.93	156	5	7	L	6	Int	Al	CC	Spur	Pu	abcd	Solex	Grav	R.Bos	B	12	Sp	Eng	3	C.	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Daimler-Benz "Mercedes"-"Mannheim" 370	126	56	6x20	6	82.5x115	3.24x4.52	223	5.5	7	L	6	Int	Al	CC	Spur	Pu	abcd	Zenith	Vac	R.Bos	B	12	SP	Eng	3	C.	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mec.S	SN	HS
Daimler-Benz "Mercedes"-"Mannheim" 370K	119	56	5.5x20	6	82.5x115	3.24x4.52	223	5.5	7	L	6	Int	Al	CC	Spur	Pu	abcd	Zenith	Vac	R.Bos	B	12	SP	Eng	3	C.	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mec.S	SN	HS
Daimler-Benz "Mercedes"-"Mannheim" 370 Sp.	112	56	5.5x18	6	82.5x115	3.24x4.52	223	5.5	7	L	6	Int	Al	CC	Spur	Pu	abcd	Solex	Pu	R.Bos	B	12	SP	Eng	3	C.	1 Met	Sp	4.9	TT	TT	½El	½El	IR	IF	Mec.S	SN	W
Daimler-Benz "Mercedes"-"Nuerburg" 460	144	58	6.5x20	8	80x115	3.15x4.52	280	5	9	L	8	Int	Al	CC	Spur	Pu	abcd	Solex	Pu	R.Bos	B	12	SP	Eng	4	C.	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mec.S	SN	A
Daimler-Benz "Mercedes"-"Nuerburg" 500	144	58	6.5x20	8	82.5x115	3.24x4.52	297	5	9	L	8	Int	Al	CC	Spur	Pu	abcd	Solex	Pu	R.Bos	B	12	SP	Eng	4	C.	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mec.S	SN	A
Daimler-Benz "Grand Mercedes" (Sup.)	147	59	7x20	8	95x135	3.74x5.31	464	4.7	9	I	8	Int	Al	CC	Spur	Pu	abcd	Merced	Vac	R.Bos	MB	12	MD	Eng	3	C.	1 Met	Sp	4.5	TT	TT	½El	½El	IR	IF	Mec.S	SN	A
Daimler-Benz "Mercedes-SS" (Sup.)	134	56	7x20	6	100x150	3.93x5.9	428	5	4	I	6	Int	Al	OH	Heli	Pu	abcd	Merced	Vac	R.Bos	MB	12	MD	Eng	4	C.	1 Met	Sp	2.76	TT	TT	½El	½El	IR	IF	Mech	SN	W
D. K. W. (FWD)	94	43	27x4	2	74x68	2.91x2.67	36	5.5	3	2C	2	Sep	Al	N	N	ThS	Petroil	Solex	Grav	D.K.W.	B	6	MD	Eng	3	IB	Fab	FWD	6.2	Sp	Sp	Trans	Trans	IF	IF	Mech	WS	D
D. K. W. KB	106	46	26x4.4	4	68x68.5	2.67x2.69	61	5.8	2	2C	2	Int	Al	N	N	ThS	Spl	Solex	Grav	Poege	B	6	SP	Eng	3	C.	Fab	Sp	5.8	RR	RR	Trans	Trans	ET	IF	Hyd	WS	D
Goliath "Pioneer" (3-wheeler)	75	50	26x3.5	1	63x2.54	2.48x2.52	12		2	2CN	1	Sep	CI	N	N	Air	Petroil	Zenith	Grav	R.Bos	M	6	SP	Eng	3	C.	2 Fab	Sp	8.57	Sp	Sp	¼El	Trans	I-Fr	IR	Mech	WS	D
Hanomag	97	47	4x18	4	63x88	2.48x3.46	67	5.45	2	L	4	Sep	Al	CC	Heli	ThS	abc	Solex	Grav	R.Bos	B	6	SP	Eng	3	C.	2 Fab	Sp	5.9	Sp	Sp	½El	½El	ET	IF	Hyd	WW	D
Hansa-Lloyd "Konsul 8"	120	54	5.25x18	4	75.9x118	2.98x4.64	128	5.2	3	L	4	Int	Al	CC	Spur	Pu	a	Solex	Grav	R.Bos	B	6	SP	Eng	3	C.	2 Fab	Sp	5.14	Sp	Sp	½El	½El	ET	EF	Hyd	WS	D
Hansa-Lloyd "Konsul 10"	120	54	5.25x18	6	69.85x 114.3	2.75x4.49	157	4.82	4	L	6	Int	CI	CC	Ch	Pu	a	Solex	Grav	R.Bos	B	6	SP	Eng	4	C.	2 Fab	Sp	4.75	Sp	Sp	½El	½El	ET	EF	Hyd	SN	D
Hansa-Lloyd "Konsul 13"	120	54	5.25x18	4	94x118	3.7x4.64	198	5.2	3	L	4	Int	Al	CC	Spur	Pu	a	Solex	Grav	R.Bos	B	6	SP	Eng	3	C.	2 Fab	Sp	3.9	Sp	Sp	½El	½El	ET	EF	Hyd	WS	D
Hansa-Lloyd "Senator I"	129	56	5.5x18	6	82.55x 101.6	3.25x3.99	197	4.9	4	L	6	Int	Al	CC	Heli	Pu	a	Strom	Grav	R.Bos	B	6	SP	Eng	4	C.	2 Fab	Sp	4.63	Sp	Sp	½El	½El	ET	EF	Hyd	SN	D
Hansa-Lloyd "Senator II"	129	56	5.5x18	6	69.85x 114.3	2.75x4.49	157	4.82	4	L	6	Int	CI	CC	Ch	Pu	a	Solex	Grav	R.Bos	B	6	SP	Eng	4	C.	2 Fab	Sp	5 14	Sp	Sp	½El	½El	ET	EF	Hyd	SN	D
Horch "430"	124	58	6x18	8	71x95	2.8x3 74	183	5.5	10	I	8	Int	Al	OH	Wo	Pu	abcde	Solex	Pu	R.Bos	B	12	SP	Eng	3	C.	2 Met	Sp	5.5	Sp	Sp	½El	½El	IR	IF	Mech	WoT	D
Horch "410"	124	58	6x19	8	82x95	3 23x3.74	245	5.3	10	I	8	Int	Al	OH	Wo	Pu	abcde	Solex	Pu	R.Bos	B	12	SP	Eng	3	C.	2 Met	Sp	4 9	Sp	Sp	½El	½El	IR	IF	Mech	WoT	D
Horch "470"	136	58	6.5x20	8	87x104	3 43x4.09	275	5.3	10	I	8	Int	Al	OH	Wo	Pu	abcde	Solex	Pu	R.Bos	B	12	SP	Eng	4	C.	2 Met	Sp	4.6	Sp	Sp	½El	½El	IR	IF	Mech	WoT	D
Horch "500"	136	58	6.5x20	8	87x104	3.43x4.09	301	5.3	10	I	8	Int	Al	OH	Wo	Pu	abcde	Solex	Pu	R.Bos	B	12	SP	Eng	4	C.	2 Met	Sp	5.1	TT	TT	½El	½El	IR	IF	Mech	WoT	D

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AMERICAN GASOLINE

MAKE AND MODEL	GENERAL							ENGINE						ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes						Fuel System		Ignition System		Battery					Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carburetor Make	Feed	Make	Current Source	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
A.C.F.	85	21		186	69–69	6300	B7.50/20	B7.50/20d	ACF...YXC	6-4⅜x4¾	45.9	L..	abc..	Zen...	P...	L-N...	B...	I-N...	Opt...	12-108			B-L..	SP....
A.C.F.	216	25		217	69–69	6850	B9.00/20	B9.00/20d	ACF...YXC	6-4⅜x4¾	45.9	L..	abc..	Zen...	P...	L-N...	B...	L-N...	Opt...	12-108			B-L..	SP....
A.C.F.	30	29		230	72–73½	9300	B9.75/22	B9.75/2.d	ACF-HaS160	6-4¼x5½	43.3	I..	abce..	Zen...	V...	D-R...	B.	D-R...	Opt...	12-130	Opt.		B-L..	SP....
A.C.F.	40	33		240	79[illegible]–74	10500	B9.00/	B9.75/22d	ACF-HaS160	6-4¼x5½	43.3	I..	abce..	.....	V...	D-R...	B.	D-R...	Opt...	12-180	Opt.		B-L	SP....
A.C.F.	175	37		264°	79[illegible]–74	11700	B10.50/22	B10.50/22d	ACF-HaS175	6-5x6	60.0	I..	abc.	Zen...	P...	D-R...	B.	D-R...	Opt...	12-180	Opt.		Long.	DP...
Brockway	17B	17		155½	60–64¼	4550	P-30x5	P-30x5d	Cont....27B	6-3⅝x4⅝	27.3	L..	abce..	Zen...	P...	A-L...	B...	A-L...	Exi...	6-129	Su....	40.0	B-L..	SP....
Brockway	90B	15		149°	56½–64¼	3650	P-32x6	P-32x6	Cont....27B	6-3⅝x4⅝	27.3	L..	abce..	Zen...	P...	A-L...	B.	A-L...	Exi	6-100	Su....	42.0	B&B..	SP....
Brockway	120B	21		188	60–64	5500	P-32x6	P-32x6d	Cont....30B	6-4x4⅛	38.4	I..	abce..	Zen...	P...	L-N...	B.	L-N...	Exi	12-118	Su....	40	0 B-L..	MDD.
Brockway	140B	21		188°	60–66	5875	P-32x6	P-32x6d	Cont....30B	6-4x4½	38.4	I..	abce..	Zen...	P...	L-N...	B.	L-N...	Exi	12-118	Su....	34.3	B-L..	MDD.
Brockway	170B	25		188°	64–69½	7225	P-32x6	P-32x6d	Cont....33B	6-4½x4¾	40 8	I..	abce..	Zen...	P...	L-N...	B.	L-N...	Exi	12-158	Su....	35.6	B-L..	MDD.
Brockway	195B	29		200°	64–69½	7960	P-34x7	P-34x7d	Cont....33B	6-4½x4¾	40.8	I..	abce..	Zen...	P...	L-N...	B.	L-N...	Exi	12-158	Su....	35.7	B-L..	MDD.
Brockway	220B	29		200°	64–71½	8660	P-36x8	P-36x8d	Cont....34B	6-4⅝x4¾	45.9	I..	abce..	Zen...	P...	L-N...	B.	L-N...	Exi	12-158	Su....	36.9	B-L..	MDD.
Day-Elder	30A	30	5400	220°	64½–70	8600	B9.00/20	B9.00/20d	Cont....21R	6-4⅝x4¾	45 9	I....	acde	Zen...	V..	D-R...	B.	D-R°.	USL	12-142	Han..	37	B-L..	SP....
Day Elder	30A	30	5400	2[illegible]0°	64½–70	8600	B9.00/20	B9.00/20d	Cont....21R	4-4⅝x4¾	45.9	I.	abcef..	Zen...	V.	D-R...	B.	L-N°.	USL	12-14[illegible]	Su....	37	B-L..	SP....
Douglas		21		182°	58	5700	P-32x6	P-32x6d	Buda.. DW-6	6-3¾x5	33.7	L..	a....	Zen...	V.	L-N...	B.	L-N..	Exi...	12-117	Ce....	Opt.	Ful..	MDD.
Douglas		29	6750	230	62–77	5700	B9.75/20	B9.75/20d	Buda.. BA-6	6-4½x5½	40.8	L..	a....	Zen...	P.	L-N...	B.	L-N...	Siber..	12-135	Ce....	Opt.	Ful..	MDD.
Fargo	CG2R-172	50		172	72½–72[illegible]	12010	B8.25/20	B8.25/20d	Own... CG-2	8-3½x5	39.2	L..	abce..	Str...	P...	D-R...	B.	D-R°.	Wil..	12-160			B&B..	SP....
Fargo	CG-2-R-172	21–25		172	72½–72[illegible]	12815	B7.50/20	B7.50/20d	Own... CG-2	8-3½x5	39.2	L..	abce..	Str..	P.	D-R...	B.	D-R°.	Wil..	12-160			B&B..	SP....
Flxible	82–17–1L	17		203	61–67[illegible]		B7.50/20	B8.25/20d	Buick....80	8-3[illegible]x5	35.1	I.	abcf..	Mar..	P...	D-R...	B.	D-R...	D-R..	6-135			Buick.	MDD.
Flxible	82–1721–1L	17–21		203	61–67[illegible]		B7.50/20	B7.50/20d	Buick....80	8-3[illegible]x5	35.1	I.	abcf..	Mar..	P...	D-R...	B.	D-R...	D-R..	6-135			Ful..	MDD.
Flxible	82–2125–DL	21–25		203	65–69½		B8.25/20	B8.25/20d	Buick....80	8-3[illegible]x5	35.1	I.	abcf..	Mar..	P...	D-R...	B.	D-R...	D-R..	6-270			Ful..	MDD.
Gramm	Series EYB	21	3695	190	65–69½	7200	B7.50/20	B7.50/20d	Cont....20R	6-4½x4¾	40.8	I..	abce..	Zen...	P.	A-L...	B.	L-N...	USL	12-100	N-P...	N-P.	Jones..	MDD.
Gramm	Series GYB	25	4475	190°	65–69½	7700	B8.25/20	B8.25/20d	Cont....21R	6-4⅝x4¾	45.9	I..	abce..	Zen...	P.	A-L...	B.	L-N...	USL	12-100	N-P...	N-P.	Jones..	MDD.
Gramm	Series HYB	35	6675	236°	.....	10100	B9.00/20	B9.00/20d	Cont....16H	6-4¾x5¾	54.1	L..	abce..	Zen...	P...	A-L...	B.	L-N...	USL	12-...		Mec.	Ful..	MDD.
Guilder	CB20	18		160	58–58	4000	P-32x6	P-32x6	Herc...WXB	6-3¾x4½	33 7	L..	ab....	Zen...	V..	Remy.	B..	Remy.	Wil..	6-	Opt...	35	B-L..	MDD.
Guilder	EB26	21		184	60–60	4500	P-32x6	P-32x6d	Herc...WXC	6-4x4½	38 4	L..	ab....	Zen...	V..	Remy	B..	Remy.	Wil..	6-	Opt...	40	B-L..	MDD.
Guilder	GB35	25		204	62–72	600[illegible]	P-32x6	P-32x6d	Herc...WXC	6-4x4½	38.4	L..	ab....	Zen...	V.	Remy°	B..	Remy°	Wil..	6-	Opt...	40	B-L..	MDD.
Guilder	GB36	30		204	64–72	6000	P-36x6	P-36x6d	Herc...YXC	6-4⅜x4¾	45.9	L.	a....	Zen...	V..	N-E..	M..	L-N...	Wil..	12-	Opt...	45	B-L..	MDD.
Indiana	17B	17		155½	60–64¼	4550	P-30x5	P-30x5d	Cont....27B	6-3⅝x4⅝	27.3	L..	abce..	Zen...	P.	A-L...	B.	A-L.	Exi	6-129	Su....	40.0	B-L..	SP....
Indiana	90B	15		149°	56½–64¼	3650	P-32x6	P-32x6	Cont....27B	6-3⅝x4⅝	27.3	L..	abce..	Zen...	P.	A-L...	B.	A-L..	Exi	6-100	Su....	42.0	B&B..	SP....
Indiana	120B	21		188	60–64	5500	P-32x6	P-32x6d	Cont....30B	6-4x4⅛	38.4	I..	abce..	Zen...	P.	L-N...	B.	L-N...	Exi	12-118	Su....	40	B-L..	MDD.
Indiana	140B	21		188°	60–66	5875	P-32x6	P-32x6d	Cont....30B	6-4x4½	38.4	I..	abce..	Zen...	P.	L-N...	B.	L-N...	Exi	12-118	Su....	34.3	B-L..	MDD.
Indiana	170B	25		188°	64–69½	7225	P-32x6	P-32x6d	Cont....33B	6-4½x4¾	40.8	I..	abce..	Zen...	P.	L-N...	B.	L-N...	Exi	12-158	Su....	35.6	B-L..	MDD.
Indiana	195B	29		200°	64–69½	7960	P-34x7	P-34x7d	Cont....33B	6-4½x4¾	40 8	I..	abce..	Zen...	P.	L-N...	B.	L-N...	Exi	12-158	Su....	35.7	B-L..	MDD.
Indiana	220B	29		200°	64–71½	8660	P-36x8	P-36x8d	Cont....34B	6-4⅝x4¾	45.9	I..	abce..	Zen...	P.	L-N...	B.	L-N...	Exi	12-158	Su....	36.9	B-L..	MDD.
Mack	BG	17–21	3750	183	66–64½	.....	B7.50/20	B7.50/20	Own....BG	6-3⅝x5	31.5	L..	abcd..	Str....	M-P	RBos..	B..	N-E.	Exi	6-118	N-P...	.....	Own	SP....
Mack	City AB	29	4650	202	71¼–66½	.....	P-34x7	P-34x7d	Own....AB	4-4¼x5	28.9	L..	a....	Str...	V...	RBos..	M.	N-E.	Exi	12-158	Ce....	.....	Own	MDD.
Mack	City AB	33	4750	231	71¼–66½	.....	P-34x7	P-34x7d	Own....AB	4-4¼x5	28.9	L..	a....	Str...	V.	RBos..	M.	N-E.	Exi	12-158	Ce....	.....	Own	MDD.
Mack	City BC	29	5450	202	71¼–66½	.....	P-34x7	P-34x7d	Own....BC	6-4x5½	38.4	L..	abcd..	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack	City BC	33	5550	231	71¼–66½	.....	P-34x7	P-34x7d	Own....BC	6-4x5½	38.4	L..	abcd..	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack Interstate	BC	25	5550	231	68–66½	.....	P-34x7	P-34x7d	Own....BC	6-4x5½	38.4	L..	abcd..	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack	City BK	33	6600	265	71–68⅜	.....	P-36x8	P-36x8d	Own....BK	6-4½x5½	48.6	L.	abc	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack	City BK	38	6600	265	71–68⅜	.....	P-36x8	P-36x8d	Own....BK	6-4½x5½	48.6	L.	abc	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack	City BK	40	6600	265	71–68⅜	.....	P-36x8	P-36x8d	Own....BK	6-4½x5½	48.6	L.	abc	Str...	M-P	RBos..	B..	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack Interstate	BK	29	6600	265	80–72	.....	P-36x8	P-36x8d	Own....BK	6-4½x5½	48.6	L.	abc	Str...	M-P	RBos..	B.	N-E.	Exi	12-158	Ce....	.....	Own	SP....
Mack	BT	42–44	12000	196	82¾–72¼	.....	P12¾/20	P9.75/22	Own....BK	6-4½x5½	48.6	L.	abc	Str...	P.	L-N...	BM.	L-N...	Exi	6-237	Ce....	.....	Own	SP....
†Menominee	T	16–21	3075	176°	64½–66	.....	B7.50/20	B7.50/20d	Wauk....ML	6-4x4¾	38.4	L.	abc..	Zen...	M-P	N-E.	B.	N-E.	Wil..	6-115	Opt...	.....	B-L..	SP....
Rehberger	B4	30	††	224	64½–63½	7000	P-38x7	P-38x7d	Buda... BA6	6-4½x5½	40 8	L..	a....	Zen...	V.	Eis...	M.	L-N...	Wil..	12-132	N-P...	N-P...	B-L..	MDD.
Rehberger	B40	29–33		224°	73¾–63½	9300	B9.00/20	B9.00/20d	Buda...L504	6-4⅝x5	51.3	L..	a....	Zen...	M-P	D-R...	B.	D-R..	Wil.	12-13[illegible]	N-P...	.....	B-L	SP....
Relay	KBR	19–21	3150	180	58–63	4200	P-32x6	P-32x6d	Buda...DW-6	6-3¾x5	33.7	L..	abcd.	Zen...	V...	A-L...	B...	L-N...	Wil..	6-135	N-P...	.....	B-L..	MDD.
Reo	GB	21	.....	179	57[illegible]–67	.....	B7.50/20	B7.50/20	Own.....	6-3⅝x5	27.3	L.	abcde.	Sch.	V...	D-R.	B.	D-R.	Wil..	6-240	N-P..	N-P...	B-L.	SP....
Reo	FB	12–15	.....	156	–58½	3950	B7.00/20	88.25/20	Own.....	6-3⅜x5	27.3	L.	abcde.	Sch.	V.	D-R.	B.	D-R.	Wil.	6-240	N-P..	N-P...	B-L.	SP....
Studebaker	111	25	.....	220	63–64	6200	B8.25x20	B8.25x20d	Own.....8	8-3½x4⅜	39.2	L..	abc..	Str...	M-P	D-R...	B.	D-R.	Wil..	12-108	N-P..	N-P...	Long.	DP....
Studebaker	99	21	.....	184	63–64	5680	B7.50x20	B7.50x20d	Own.....8	8-3½x4⅜	39.2	L..	abc..	Str...	M-P	D-R...	B.	D-R.	Wil..	12-108	.....	.....	Long.	DP....
Studebaker	88	22	.....	184	57–61½	5200	B7.50x20	B7.50x20d	Own.....8	8-3½x4⅜	39.2	L..	abc..	Str...	M-P	D-R...	B.	D-R.	Wil..	12-108			Long.	DP....
Twin Coach	40	37–40	.....	194	82–82	15500	P-40x10½	P-38x7d°	2-Own..WXE	6-3⅜x4½	33 8	L..	abc..	Zen...	P.	Del..	B..	D-R..	Exi	12-158	Han..	45	B-L..	SP....
Twin Coach	20	20–24	.....	140	71¼–71¼	10400	B9.00/18	B9.00/18	Own...WXO	6-4½x4½	40.8	L..	abcd..	Zen...	P...	Del..	B..	D-R..	Exi	12-158	Han..	45	B-L..	SP....
Twin Coach	30	25–28	.....	140	78–72½	10300	B9.00/18	B7.50/20	Her....WXO	6-4½x4½	40.8	L..	abcd..	Zen...	P...	D-R..	B.	D-R.	Exi.	12-158	Ser....	45	Own	SP....
Twin Coach	15	17	.....	132	59[illegible]–58[illegible]	5500	B7.50/18	B7.50/20	Her....JXC	6-3¾x4¼	33.7	L..	abcd..	Zen...	P...	D-R..	B.	D-R.	Exi.	6-	Ser..	45	Own	SP....
White	53	14–21	4250	180	64–67⅛	6255	B7.50/20	B7.50/20d	Own...GRB	4-4¼x5¾	28.9	L..	abcd..	Zen...	V.	Eis...	M.	L-N...	Opt...	12-132	N-P	N-P	Own	SP....
White	50B	25–29	5350	198	58½–67[illegible]	6749	P-34x7	P-34x7d	Own...GRB	4-4¼x5¾	28.9	L..	abcd..	Zen...	V..	Eis...	M.	L-N...	Opt...	12-132	N-P	N-P	Own	SP....
White	613	...	2950	180	.....	4815	B7.50/20	B7.50/20d	Own.....4A	6-3¾x4½	33.7	L..	abcd..	Zen...	V..	D-R..	B.	L-N...					Own	SP....
White	65	14–21	4850	180	74–68	7408	B8.25/20	B8.25/20d	Own.....3A	6-4x5¼	38.4	I..	abcd..	Zen...	P...	D-R.	B.	L-N...	Wil..	12-108	Ce....	Opt.	Own	SP....
White	65A	..	5450	212	.....	8250	B9.00/20	B9.00/20d	Own.....3A	6-4x5¼	38.4	I..	abcd..	Zen...		D-R.	B.	L-N...					Own	SP....
White	54	25–35	7000	227	73[illegible]–69	8287	B9.00/20	B9.00/20d	Own.....5A	6-4½x5¾	51.3	I..	abcd..	Zen...	E-P.	L-N...	B..	L-N...	Wil..	12-152	Ce....	Opt.	Own	DP....
White	54A	38–41	8000	250	75[illegible]–69¾	9964	B9.75/20	B9.75/20d	Own.....5A	6-4½x5¾	51.3	I..	abcd..	Zen...	E-P.	L-N...	B..	L-N...	Wil..	12-152	Ce....	Opt.	Own	DP....
Yellow Coach	365	17	§	185	69[illegible]–65½	.....	B7.50/20	B7.50/20d	Cadillac..353	8-3⅜x4⅝	36.4	L..	abcd..	Zen...	M-P	D-R...	B..	D-R.	Exi	12-84	N-P..	N-P...	Long.	DP....
Yellow Coach	366	21	§	185	69[illegible]–65½	.....	B7.50/20	B7.50/20d	Cadillac..353	8-3⅜x4⅝	36.4	L..	abcd..	Zen...	M-P	D-R...	B..	D-R.	Exi	12-84	N-P..	N-P...	Long.	DP....
Yellow Coach	603	25	§	185	68[illegible]–65½	.....	B8.25/20	B8.25/20d	Cadillac..353	8-3⅜x4⅝	36.4	L..	abcd..	Zen...	M-P	D-R...	B..	D-R.	Exi	12-84	N-P..	N-P...	Long.	DP....
Yellow Coach	605	17	§	185	69[illegible]–65½	.....	B7.50/20	B7.50/20d	G.M.T.–1331	6-3⅜x5	33.7	I..	abf...	Str..	M-P	D-R...	B..	D-R..	Exi.	12-84	Opt.	47.6	Jones..	DP....
Yellow Coach	607	21	§	185°	60[illegible]–65½	.....	B7.50/20	B7.50/20d	G.M.T.–1331	6-3⅜x5	33.7	I..	abf...	Str...	M-P	D-R...	B..	D-R..	Exi.	12-84	Opt.	47.6	Jones..	DP....
Yellow Coach	612	25	§	215	68[illegible]–65½	.....	B8.25/20	B8.25/20d	G.M.T.–1331	6-3⅜x5	33.7	I..	abf...	Str...	M-P	D-R...	B..	D-R..	Exi.	12-84	Opt.	50	Jones..	DP....
Yellow Coach	614	29	§	225	75[illegible]–74	.....	B9.00/20	B9.00/20d	Own.....616	6-4½x5½	57.0	I..	abdef..	Str....	M-P	D-R...	B..	D-R..	Exi	12-84	Std..	40	Own	SP....
Yellow Coach	633	38	§	240	75[illegible]–74	.....	B9.75/20	B9.75/20d	Own.....616	6-4½x5½	57.0	I..	abdef..	Str...	M-P	D-R...	B..	D-R..	Exi	12-84	Std..	40	Own	SP....
Yellow Coach	634	29	§	225	76[illegible]–69[illegible]	9850	B9.00/22	B9.00/22d	Own.....525	6-4½x5½	48.6	I..	abcdef	Str...	P...	D-R...	B.	D-R..	Exi.	12-84	Ce....	55	Long.	DP....
Yellow Coach	636	30	§	225	76[illegible]–69[illegible]	9705	B9.00/22	B9.00/22d	Own.....468	6-4¼x5½	43.3	I..	abdef..	Str...	P...	D-R...	B.	D-R..	Exi.	12-84	Ce....	45	Long.	DP....
Yellow Coach	649	33	§	250	80¼–71	11940	B9.75/22	B9.75/22d	Own.....616	6-4⅞x5½	57.0	I..	abdef..	Str...	P...	D-R...	B.	D-R..	Exi.	12-135	Ce....	55	Long.	DP....

ABBREVIATIONS

°—Others furnished
*—At extra cost
**—Gas Electric
§—Prices on application
†—1931 Specifications
a—Main Bearings
ABos—American Bosch
Air—Air Booster
A-L—Auto-Lite
Alm—Almetal
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
Cad—Cadillac
Ce—Centrifugal
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta
Cov—Cover
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
DD—Dead
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
Eat—Eaton
E-Ds—External Drive Shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
E-T—External Transmission
Exi—Exide
f—Rocker Arm Shaft
½F—Semi-Floating
¾F—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
G—Gravity
GE—General Electric
Gem—Gemmer
Han—Handy
Hann.—Hannum
HaS—Hall Scott
Heli—Helical
Herc—Hercules
H-V—Hydraulic Vacuum Booster
Hyd—Hydraulic
Hyp—Hypoid
I—In Head

MOTOR BUS CHASSIS

MISSION					REAR AXLE				BRAKES					SPRINGS			RUNNING GEAR							MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency	Front	Rear			Steering Gear			Wheels			
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material	
B-L..	Eng..	4	5.35	3-Spi..	Tim.....58	SB..	FF..	4.55	I-Fw..	Vac..	Pow..	475	E-Ds..	100	44-3	60-3	M..	Tim..	Ross..	C&L..	58	20	Budd..	4	D-P..	A.C.F.....8
B-L..	Eng..	4	5.35	4-Spi..	Tim...58200	SB..	FF..	4.00°	I-Fw..	Vac..	Pow..	528	E-Ds..	200	43-3	60-3	M..	Tim..	Ross..	C&L..	66	20	Budd..	4	D-P..	A.C.F.....21
B-L..	Eng..	4	5.18	4-Spi..	Tim....65253	Wo.	FF..	Opt	I-Fw..	A-P..	.....		E-Ds..	220	50-4	64-5	M..	Tim..	Ross..	C&L..	72	22	Budd..	4	D-P..	A.C.F.....3
B-L..	Eng..	4	5.18	4-Spi..	Tim....59020	SB..	FF..	4.50	I-Fw..	A-P..	.....	846	E-Ds..	220	43-3½	64-5	M..	Tim..	Ross..	C&L..	82	22	Budd..	4	D-P..	A.C.F.....40
B-L..	Eng..	4	5.18	3-Spi..	Tim....59020	SB..	FF..	4.58	I-Fw..	A-P..	.....	846	E-Ds..	240	43-3½	64-5	M..	Tim..	Ross..	C&L..	86	22	Budd..	4	D-P..	A.C.F.....175
B-L..	Eng..	4	5.35	3-Spi..	Tim..54300H	SB..	FF..	5.83	I-Fw..	Hyd..	Dir..	366	E-Ds..	31	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd..	4	D-P..	Brockway.....17B
W-G..	Eng..	4	6.40	3-Spi..	Tim 54200BY	SB..	FF..	5.83	I-Fw..	Mec..	Dir..	292	E-Ds..	44	37-2¼	52-2½	M..	Col..	Ross..	C&L..	.....	20	Day..	4	S-C..	Brockway.....90B
B-L..	Eng..	4	5.35	3-Spi..	Tim..54300H	SB..	FF..	5.83	I-Fw..	H-V..	Dir..	353	E-Ds..	44	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd..	4	D-P..	Brockway.....120B
B-L..	Eng..	4	5.35	3-Spi..	Wisc..4916L	DR.	FF..	6.66	I-Fw..	Hyd..	Pow..	366	E-Ds..	44	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd..	4	D-P..	Brockway.....140B
B-L..	Eng..	4	7.28	3-Spi..	Wisc..69317L	DR.	FF..	6.41	I-Fw..	Hyd..	Pow..	414	E-Ds..	44	40-2½	60-3	M..	Shu..	Ross..	C&L..	.....	20	Budd..		D-P..	Brockway.....170B
B-L..	Eng..	4	7.28	3-Spi..	Wisc..1237H	DR.	FF..	6.8	I-Fw..	Hyd..	Pow..	500	E-Ds..	61	40-2½	60-3	M..	Shu..	Ross..	C&L..	.....	20	Budd..		D-P..	Brockway.....195B
B-L..	Eng..	4	7.28	3-Spi..	Wisc 1627KH	DR.	FF..	6.96	I-Fw..	Hyd..	Pow..	554	E-Ds..	61	40-2½	60-3	M..	Shu..	Ross..	C&L..	.....	20	Budd..	4	D-P..	Brockway.....220B
B-L..	Eng..	4	5.35	3,4-Spi..	Tim..65720W	Wo.	FF.	6.80	I-Rw..	A-P..	Pow..	975	D-Ds.	51	46-2½	64-3½	M..	Shu.	Ross.	C&L.	58	20	Budd.	4	D-P..	Day Elder.....30A
B-L.	Eng..	4	5.35	3,4-Spi..	Tim..65720W	Wo.	FF.	6.8	I-Fw.	A-P.	Pow.	975	E-Ds.	51	46-2½	64-3½	M..	Shu.	Ross.	C&L.	58	20	Budd.	6	D-P..	Day Elder.....30A
Ful..	SeU..	4		4-Blo..	Wisc 67500	DR.	FF..	6.3	I-Rw..	Mec..	Dir..	210	I-Rw.	160	42-3	60-4	M..	Shu..	Ross..	C&L..	.....	20	Van..	4	S-C..	Douglas.....
Ful..	SeU..	4	4.8	4-Blo..	Wisc69527BH	DR.	FF..	7.83	I-Fw..	H-V..	Dir..	.....	E-Ds..	.....	45-3	58-4	M..	Shu..	Ross..	C&L..	.....	20	Budd..	6	D-P..	Douglas.....
Own..	Eng..	4	6.86	3-Cle..	Tim.....	Wo.	FF..	6.2	I-Fw..	H-V..	Pow..	416	D-Ds..	88.4	44-3	60-3½	M..	Own..	Sag..	W&S.	27	20	Budd..	6	D-..	Fargo.....CG2R-172
Own..	Eng..	4	6.86	3-Cle..	Tim.....	Wo	FF.	5.0	I-Fw..	H-V..	Pow..	416	D-Ds..	88.4	44-3	60-3½	M..	Own..	Sag..	W&S.	27	20	Budd.	6	D-..	Fargo....CG-2-R-172
Buick.	Eng..	3	2.83	2-Buick.	Own...336L	SB.	FF..	5.1	I-Fw.	H-V..	Pow..	333	I-Rw..	201	37½-2	58⅜-2½	M..	Tim..	Ross..	C&L.	.....	20	Budd..	4	D-P..	Flxible.....82-12-1L
Ful..	Eng..	4	6.5	4-Blo..	Tim..56200H	SB..	FF..	5.28	I-Fw.	H-V..	Pow..	333	E-Rw.	201	37½-2	58⅜-3	M..	Tim..	Ross..	C&L.	67½	20	Budd.	6	D-P..	Flxible...82-1721-1L
Ful..	Eng..	4	6.5	4-Blo..	Tim..58200H	SB..	FF.	5.57	I-Fw.	H-V..	Pow..	409	E-Rw.	201	37-2¼	58⅜-3	M..	Tim..	Ross..	C&L.	67½	20	Budd.	6	D-P..	Flxible...82-2125-DL
Cov..	Eng..	4	6.8	3-Blo..	Tim...58200	SB..	FF..	4.55	I-Fw.	H-V..	Pow..	504	E-Ds.	45	44-2½	60-3	M..	Tim..	Ross..	C&L..	.....	20	Budd..		D-P..	Gramm Series EYB
Cov..	Eng..	4	6.8	4-Blo..	Wisc...69317	DR.	FF..	4.3	I-Fw.	H-V..	Pow..	504	E-Ds.	45	44½-2½	60-3	M..	Tim..	Ross..	C&L..	.....	20	Budd..		D-P..	Gramm Series GYB
Ful..	Eng..	4	6.3	4-Blo..	Wisc12527kw	DR.	FF..	4.0	I-Fw.	A-P..	.....	576	E-Ds.	62	44-3	60-4	M..	Tim..	Ross..	C&L..	.....	20	Budd..		D-P..	Gramm Series HYB
B-L..	Eng..	3	4.80	2-Spi..	Tim....54200	SB..	FF..	6.28	I-Fw.	Hyd..	Dir..	.....	E-Ds..	.....	40-2¼	56-2¼	M..	Tim..	Ross.	C&L.	70	20	Budd..	4	D-P..	Guilder.....CB20
B-L..	Eng..	4	4.80	3-Spi..	Wisc....471	DR.	FF..	6.00	I Fw.	Hyd.	Dir..	.....	E-Ds.	.....	42-2½	60-3	M..	Tim..	Ross.	C&L.	50	20	Budd.	4	D-P..	Guilder.....EB26
B-L..	Eng..	4	5.35	2-Spi..	Wisc..67510	DR.	FF.	6	I-Rw.	Vac.	Pow..	.....	E-Ds..	.....	44-3	60-3½	M..	Shu.	Ross.	C&L.	.....	20	Budd.	4	D-P..	Guilder.....GB35
B-L..	Eng..	4	5.35	2-Spi..	Wisc..1261K	DR.	FF.	6.1	I-Rw.	Vac.	Pow..	.....	E-Ds..	.....	44-3	60-3½	M..	Shu.	Ross.	S&L	70	24	Budd..	4	D-P..	Guilder.....GB36
B-L..	Eng..	4	5.35	3-Spi..	Tim..54300H	SB..	FF..	5.83	I-Fw.	Hyd.	Dir..	366	E-Ds..	31	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd..		D-P..	Indiana.....17B
W-G..	Eng..	4	6.40	3-Spi..	Tim 54200BY	SB..	FF..	5.83	I-Fw.	Mec..	Dir..	292	E-Ds..	44	37-2¼	52-2½	M..	Col..	Ross..	C&L..	.....	20	Day..		S-C..	Indiana.....90B
B-L..	Eng..	4	5.35	3-Spi..	Tim..54300H	SB..	FF..	5.83	I-Fw.	H-V.	Dir..	353	E-Ds.	44	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd.		D-P..	Indiana.....120B
B-L..	Eng..	4	5.35	3-Spi..	Wisc..4916L	DR.	FF..	6.66	I-Fw.	Hyd.	Pow..	366	E-Ds.	44	40-2½	60-3	M..	Col..	Ross..	C&L..	.....	20	Budd..		D-P..	Indiana.....140B
B-L..	Eng..	4	7.28	3-Spi..	Wisc..69317L	DR.	FF..	6.41	I-Fw.	Hyd.	Pow..	414	E-Ds.	44	40-2½	60-3	M..	Shu.	Ross.	C&L.	.....	20	Budd..		D-P..	Indiana.....170B
B-L..	Eng..	4	7.28	3-Spi..	Wisc..1237H	DR.	FF..	6.8	I-Fw.	Hyd.	Pow..	500	E-Ds.	61	40-2½	60-3	M..	Shu.	Ross.	C&L.	.....	20	Budd..		D-P..	Indiana.....195B
B-L..	Eng..	4	7.28	3-Spi..	Wisc 1627KH	DR.	FF..	6.96	I-Fw.	Hyd.	Pow..	554	E-Ds.	61	40-2½	60-3	M..	Shu.	Ross.	C&L.	.....	20	Budd..		D-P..	Indiana.....220B
Own.	Eng..	4	4.85	4-Spi..	Own.....BG	SB	FF..	4.90	I-Fw.	Vac..	Dir..	429	E-Ds.	144	44-2½	54-3	R..	Own	Hann.	S&N..	.....	.....	.....		D-..	Mack.....BG
Own.	Eng..	4	4.85	4-Spi..	Own.....AB	DR.	FF..	4.86	I-Fw.	Vac.	Dir..	550	E-Ds.	144	44-3	63-3½	R..	Own	Own	W&S.	.....	22	.....	4	D-..	Mack.....City AB
Own.	Eng..	4	4.85	4-Spi.	Own.....AB	DR.	FF..	4.86	I-Fw.	Vac.	Dir..	550	E-Ds.	144	44-3	63-3½	R..	Own	Own	W&S.	.....	22	.....	4	D-..	Mack.....City AB
Own.	Eng..	4	4.85	4-Spi..	Own.....BC	DR.	FF..	4.86	I-Fw.	Vac.	Dir..	550	E-Ds.	144	44-3	63-3½	R..	Own	Own	W&S.	.....	22	.....	4	D-..	Mack.....City BC
Own.	Eng..	4	4.85	4-Spi..	Own.....BC	DR.	FF..	4.86	I-Fw.	Vac.	Dir..	550	E-Ds.	144	44-3	63-3½	R..	Own	Own	W&S.	.....	22	.....	4	D-..	Mack.....City BC
Own.	Eng..	4	4.85	4-Spi..	Own.....BC	DR.	FF..	4.86	I-Fw.	Vac.	Dir..	550	E-Ds.	144	44-3	63-3½	R..	Own	Own	W&S.	.....	22	.....	4	D-..	Mack Interstate BC
Own.	SeU..	4	5.27	5-Spi..	Own.....BK	DR.	FF..	4.68	I-Fw.	A-P..	Dir..	781	E-Ds.	144	46-3½	70-3½	R..	Own	Own	C&L.	.....	22	.....	4	D-..	Mack.....City BK
Own.	SeU..	4	5.27	5-Spi..	Own.....BK	DR.	FF..	4.68	I-Fw.	A-P..	Dir..	781	E-Ds.	144	46-3½	70-3½	R..	Own	Own	C&L.	.....	22	.....	4	D-..	Mack.....City BK
Own.	SeU..	4	5.27	5-Spi..	Own.....BK	DR.	FF..	4.68	I-Fw.	A-P..	Dir..	781	E-Ds.	144	46-3½	70-3½	R..	Own	Own	C&L.	.....	22	.....	4	D-..	Mack.....City BK
Own.	SeU..	4	5.27	5-Spi..	Own.....BK	DR.	FF..	4.68	I-Fw.	A-P..	Dir..	781	E-Ds.	144	48-3½	70-3½	R..	Own	Own	C&L.	.....	22	.....	4	D-..	Mack Interstate BK
Own.	SeU..	4	5.15	5-Spi°..	Own.....BK	BG.	FF..	Opt.	I-Fw.	A-P..	.....	710	E-Ds.	144	44-3½	70-4	R..	Own	Own	W&S.	66	.....	.....		D-..	Mack.....BT
B-L..	Eng..	4	3.95	3-Pick..	Wisc.	DR.	FF..	5.83	I-Fw.	Hyd.	Dir..	662	E-Ds.	80	54-2½	56-3		Shu.	Ross.	C&L.	66	20	Budd..	6	D-P..	Menesmines.....T
B-L..	Eng..	4	5.35	3-Spi.	Tim..65700D	Wo.	FF.	6.75	I-Rw.	Mec..	Vac..	466	D-Ds..	61.3	41-2½	60-3	M..	Shu.	Ross.	C&L.	66	24	Budd..	4	D-P..	Rehberger.....B4
B-L.	Eng..	4	5.35	3-Spi..	Tim..65720W	Wo.	FF..	6.41	I-Rw.	Wes..	Air..	466	D-Ds.	61.3	41-2½	60-3	M..	Shu.	Ross.	C&L.	66	20	Budd..	4	D-P..	Rehberger.....B40
B-L.	Eng..	4	5.35	3-Blo..	Own.....		FF.	5.14	I-Fw.	Hyd.	Dir..	378	E-Ds.	98	40-2¼	56-2¼	M..	Col.	Han.	S&L.	54	20	Own	4	D-C	Relay.....KBR
Own.	Eng..	4	6.14	3-Cle..	Own.....G	SB.	FF.	6.14	I-Fw.	Hyd.	.....	341	E-Ds.	105	38½-2¼	54½-3	M..	Own	Ross.	C&L	36	20	Cla..	4	S-M..	Reo.....GB
Own	Eng..	4	5.2	3-Cle..	Own.....G	SB..	½F.	5.2	I-Fw.	Hyd..	.....	289	E-Ds.	105	38-2¼	54-2½	M..	Own	Ross.	C&L.	30½	20	Cla.	4	S-M..	Reo.....FB
Ful..	Eng..	4	4.82	4-Spi..	Eat.....	SB..	½F.	5.5	I-Fw.	Mec..	Vac..	505	E-Ds..	44	38-2½	56¾-3	M..	Eat..	Ross.	C&L.	70	20	ErM..	4	Mal..	Studebaker.....111
Ful..	Eng..	4	4.82	3-Spi..	Eat.....2004	SB..	½F.	5.11	I-Fw.	Mec.	Vac..	505	E-Ds..	44	38-2½	56¾-3	M..	Eat..	Ross.	C&L.	58	20	Van..	4	Mal..	Studebaker.....99
Ful..	Eng..	4	4.82	3-Spi.	Eat.....1506	SB..	½F.	5.11	I-Fw.	Mec..	Vac.	444	E-Ds..	44	38-2½	56¾-3	M..	Eat.	Ross.	C&L.	60	20	Van..	4	Mal.	Studebaker.....88
B-L..	Eng..	3	4.01	2-Cle..	Tim.. Spec.	Wo.	....	6.20	I-Fw.	A-P..	Pow.	588	E-Ds.	140	60-4	60-4	M..	Tim..	Ross.	C&L.	66	20	Day..	4	D-C.	Twin Coach.....40
B-L..	Eng..	3	4.01	2-Cle..	Tim.56010AI	BG.	....	6.17	I-Fw.	A-P..	Pow.	560	E-Ds.	70	56-3	56-3	M..	Tim..	Ross.	C&L.	48	18	Day.	4	S-C.	Twin Coach.....20
B-L.	Eng..	3	4 01	2-Cle..	Tim56010-B2	SB..	....	6.16	I-Fw.	A-P.	Pow.	588	E-Ds.	141	56-3	56-3	M..	Tim..	Ross.	C&L.	50	18	Day.	4	S-C..	Twin Coach.....30
B-L.	Eng..	3	3.33	2-Cle..	Tim....53600	SB..	½F.	5.21	I-Fw.	Hyd.	Dir..	45	E-Ds.	310	42-2	42-2	R..	Tim..	Ross.	C&L.	45	18	Day.	4	S-C..	Twin Coach.....15
Own.	Eng..	4	4.12	3-Spi..	Own.....53	SB.	½F.	4.38°	I-Rw.	Vac.	Dir..	268	E-Ds.	.....	41½-2½	60-3	M..	Own	Own	W&S.	57	20	Budd..	4	D-P..	White.....53
Own.	Eng..	4	4.12	3-Spi.	Own.....50B	SB.	½F.	4.67°	I-Rw.	A-P.	Pow.	305	E-Ds.	.....	41½-2½	60-3	M..	Own	Own	W&S	66	20	Budd.	4	D-P..	White.....50B
Own.	Eng..	4		3-Spi.	Own.....7C	SB..	½F.		I-Fw.	Hyd.	Dir.	211	E-T..	.....	41-2½	53-3		Own	Hann.							White.....613
Own.	Eng..	4	4.12	3-Spi..	Own.....8C	SB..	½F	4.75	I-Fw.	Hyd.	.....	479	E-Ds.	.....	46-3	60-3	M..	Own	Ross.	C&L.	34	20	Budd.	4	D-P..	White.....65
Own.	Eng..	4		3-Spi.	Own.....11C	SB..	FF..	.....	I-Fw.	H-V..	Dir..	554	E-Ds.	.....	46-3	60-3½		Own	Hann.							White.....65A
Own.	Eng..	4	5 05	3-Spi..	Own.....1C	SB..	½F.	4.56	I-Fw.	A-P..	Pow.	620	E-Ds.	.....	48-3	64-4	M..	Own	Ross.	C&L.	.....	20	Budd.	4	D-P..	White.....54
Own.	Eng..	4	5.05	4-Spi..	Own 12C	SB..	FF..	5.12	I-Fw.	A-P..	Pow.	620	E-Ds.	.....	48-3	64-4	M..	Own	Ross.	C&L.	.....	20	Budd.	4	D-P..	White.....54A
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	161	43-3	58-3	M..	Tim..	Ross.	C&L.	73	....	Budd..		D-P..	Yellow Coach.....365
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	161	43-3	58-3	M..	Tim..	Ross.	C&L.	73	....	Budd..		D-P..	Yellow Coach.....366
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	161	43-3	58-3	M..	Tim..	Ross.	C&L.	76	....	Budd..		D-P..	Yellow Coach.....603
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	77	43-3	58-3	M..	Tim..	Ross.	C&L.	73	....	Budd..		D-P..	Yellow Coach.....605
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	77	43-3	58-3	M..	Tim..	Ross.	C&L.	73	....	Budd..		D-P..	Yellow Coach.....607
Mun..	Eng..	4	4.79	4-Spi..	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Air..	588	E-Ds.	77	43-3	58-3	M..	Tim..	Ross.	C&L.	73	....	Budd..		D-P..	Yellow Coach.....612
B-L.	SeU..	4	4.27	6-Spi..	Tim..66260W	Wo.	FF..	5.66	I-Fw.	A-P..	Pow.	698	I-Ds.	89	48-3	64-4	M..	Tim..	Ross.	C&L.	74	....	Budd..		D-P..	Yellow Coach.....614
B-L.	SeU..	4	4.27	6-Spi.	Tim..66260W	Wo.	FF..	5.66	I-Fw.	A-P.	Pow.	698	I-Ds.	89	48-3½	64-4	M..	Tim..	Ross.	C&L.	76	....	Budd..		D-P..	Yellow Coach.....633
B-L.	Eng..	4	4.27	4-Spi..	Tim58252Dw	SB..	FF.	4.55	I-Fw.	A-P.	Pow.	662	I-Ds	44½	48-3½	64-4	M..	Tim..	Ross.	C&L.	75	22	Budd..	7	D-P..	Yellow Coach.....634
B-L.	Eng..	4	4.27	4-Spi..	Tim58252Dw	SB..	FF.	5.57	I-Fw.	A-P.	Pow.	662	I-Ds	44½	48-3½	64-4	M..	Tim..	Ross.	C&L.	75	22	Budd..	7	D-P..	Yellow Coach.....636
B-L.	Eng..	4	4.27	5-Spi..	Tim59016Dw	SB.	FF.	4.55	I-Fw.	A-P.	Pow.	870	I-Ds	89	48-3½	64½-4	M..	Tim.	Ross.	C&L.	76	22	Budd.	9	D-P..	Yellow Coach.....649

Ie—In Head: overhead camshaft
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear
Ind—Indestructible
I-Rw—Internal Rear wheel
Jac—Jacox
L—L Head
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Malleable Iron
MD—Double Disk
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-E—North East
N-P—No Provision
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
P—Pressure (Fuel Feed)
Pic—Pick
Pow—Power Operated
Pre—Prestolite
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
Shu—Shuler
Siber—Siberling
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Splitdorf
SSD—Spoked Steel Disk
Std—Standard
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
UnFA—Unit with Front Axle
U-P—Universal Products
V—Vacuum
Vac—Vacuum
Var—Various
War—Warner Corp.
Wauk—Waukesha
Wes—Westinghouse
W-G—Warner Gear
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Zen—Zenith

AMERICAN BUS BODIES

BODIES FURNISHED BY INDEPENDENT SUPPLIERS

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other Capacity	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	DOORS: Front Left	DOORS: Rear Right	DOORS: Rear Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats Make	INTERIOR FINISHINGS: Seats Upholstery	INTERIOR FINISHINGS: Covering Material Lining	INTERIOR FINISHINGS: Covering Material Ceiling	INTERIOR FINISHINGS: Covering Material Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Roads	FITTINGS: Seat Hand Holds	Exterior Finish
Bender.....613	White.....	PC...	16	Oak..	Al..	294	78	102	.....	27½	15	4	4	4	N	...	Rf°	Y	N	N	Y	N	13	12	.....	Own..	Lea...	Steel...	Steel...	Lin..	Canv...	4–15	ESS...	4	S.	N	TC..	Kysor°	C..	N	Y	N	N	N	Pyr.
Bender.....65	White.....	PC...	21	Oak..	Al..	300	96	111	.....	25¾	15	8	N	5	N	...	Rf°	Y	N	N	Y	N	13	12	.....	Own	Lea...	Steel...	Steel...	Lin	Canv...	5–15	ESS...	5	S.	N	TC..	Kysor°	C.	N	Y	N	N	N	Pyr.
Bender.....65A	White.....	PC...	25	Oak..	Al..	...	96	111	.....	25¾	15	10	N	5	N	...	Rf°	Y	N	N	Y	N	13	12	.....	Own	Lea...	Steel...	Steel...	Lin	Canv...	5–15	ESS...	6	S.	N	TC..	Kysor°	C.	N	Y	N	N	N	Pyr.
Bender.....54	White.....	PC...	29	Oak..	Al..	383	96	108	.....	27½	15¼	12	N	5	N	...	Rf°	Y	N	N	Y	N	17	16	.....	Own	Lea...	Steel...	Steel...	Lin	Canv...	5–15	ESS...	6	S.	N	TC..	Kysor°	C.	N	Y	N	N	N	Pyr.
Bender.....54A	White.....	PC...	33	Oak..	Al..	391	96	114	.....	27½	15¼	12	N	5	N	...	Rf°	Y	N	N	Y	N	19	18	.....	Own	Lea...	Steel...	Steel...	Lin	Canv...	5–15	ESS...	6	S.	N	TC..	Kysor°	C.	N	Y	N	N	N	Pyr.
Bender.....613	White.....	SDC..	21	Oak..	St..	288	90	108	.....	27½	15	8	N	5	N	16	No.	Y	N	N	Y	N	13	11	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	6–15	ESS...	4	S.	N	TC..	Trop°	C.	N	N	N	Y	Pyr.
Bender.....65	White.....	SDC..	21	Oak..	St..	292	96	114	.....	25¾	15	8	N	5	N	22	No.	Y	N	N	Y	N	13	11	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	6–15	ESS...	4	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....65	White.....	SDC..	25	Oak..	St..	292	96	114	.....	25¾	15	10	N	5	N	22	No.	Y	N	N	Y	N	13	11	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	8–15	ESS...	4	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....65A	White.....	SDC..	29	Oak..	St..	336	96	114	.....	25¾	15	12	N	5	N	22	No.	Y	N	N	Y	N	15	13	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	8–15	ESS...	6	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....54	White... 227 in	SDC..	29	Oak..	St..	345¾	96	114	.....	25½	14½	12	N	5	N	22	No.	Y	N	N	Y	N	15	13	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	10–15	ESS...	6	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....54	White... 240 in	SDC..	33	Oak..	St..	381	96	114	.....	25½	14½	14	N	5	N	22	No.	Y	N	N	Y	N	17	15	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	10–15	ESS...	6	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....54A	White.....	SDC..	37	Oak..	St..	402	96	114	.....	27½	15¼	17	N	3	N	22	No.	Y	N	N	Y	N	18	16	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	10–15	ESS...	8	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Bender.....54A	White.....	SDC..	41	Oak..	St..	402	96	114	.....	27½	15¼	18	N	5	N	22	No.	Y	N	N	Y	N	19	17	AdL.	Own	Lea...	Steel...	Steel...	Lin	Canv...	10–15	ESS...	8	S.	N	TC.	Trop°	C.	N	N	N	Y	Pyr.
Eckland.....BG	Mack.. 183 in.	SDC..	16	A-A..	Al..	212	95	108	.....	29½	18	8	N	N	N	24	No.	Y	N	N	Y	N	10	10	None.	Own	Lea...	Im.Lea.	Im.Lea.	Lin	Canv...	3–	N-L	3	N	N	TC.	.....	C.	N	N	N	N	Y	Pyr.
Eckland.....BCC1	Mack.231¼ in.	PC...	29	A-A..	St..	282	95	100	.....	29½	19	12	N	5	N	16	Rf.	Y	N	N	Y	N	12	12	None.	Own	Lea...	Im.Lea.	Im.Lea.	Lin	Canv...	3–	Own	2	N	N	TC.	.....	C.	N	N	N	N	N	Pyr.
Eckland.....613	White...180 in.	SDC..	16	Ash..	St..	214	91	104	.....	25	15	8	N	N	N	19	No.	Y	N	N	Y	N	10	10	None.	Own	Lea...	Im.Lea.	Im.Lea.	Lin	Canv...	3–	N-L	3	N	N	TC.	.....	C.	N	N	N	N	N	Pyr.
Eckland.....65A	White...212 in.	PC...	29	A-A..	St..	264	95	104	.....	25	15	12	N	5	N	16	No.	Y	N	Y	N	N	14	14	None.	Own	Lea...	Im.Lea.	Im.Lea.	Lin	Canv...	3–	Own	2	N	N	TC.	.....	C.	N	N	N	N	N	Pyr.
Fitz-John.....D-14	Reo.... FB156	PC...	14	Ash..	St..	190¾	75½	88	2700	25½	14	4	2	4	N	13	Rf.	Y	Y	N	N	N	11	8	CS...	Kam.	Lea...	Lea...	Lea...	Lin	OD...	6–21	N-L	2	H	N	N	...	Kysor..	C.	N	Y	N	N	N	Pyr.
Fitz-John.....L-21	Reo.... FB179	PC...	21	Ash..	St..	220¾	93½	105	5100	26	15¾	8	N	5	N	14	Rf°	Y	N	N	Y	N	13	12	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	11–21	N-L	4	C.	N	H...	...	Kysor	C.	N	Y	N	N	N	Pyr.
Fitz-John.....SL-25	Studebaker.111	PC...	25	Ash..	St..	262½	93½	102	5300	25½	14	10	N	5	N	14	Rf°	Y	N	N	Y	N	15	14	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	14–21	N-L	4	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....SK-21	Studebaker.99°	SDC..	21	Ash..	St..	216¼	90	104	3700	25½	14	8	N	5	N	20	N	Y	N	N	Y	N	13	11	.....	H-K	Lea...	Steel...	Mas..	Lin	OD...	6–21	N-L	2	C.	N	N	...	Kysor..	PB..	N	N	N	Y	N	Pyr.
Fitz-John.....WB29	White...227 in.	SDC..	29	Ash..	St..	271¾	96	108	5100	24½	14	12	N	5	N	22	N	Y	N	N	Y	N	17	15	.....	H-K	Lea...	Steel...	Mas..	Lin	OD...	8–21	N-L	3	C.	N	N	...	Kysor.	PB..	N	N	N	Y	Pyr.
Fitz-John.....CB29	ACF..... 508	SDC..	29	Ash..	St..	271¾	96	104	5100	24½	14	12	N	5	N	22	N	Y	N	N	Y	N	17	15	.....	H-K	Lea...	Steel...	Mas..	Lin	OD...	8–21	N-L	3	C.	N	N	...	Kysor.	PB..	N	N	N	Y	Pyr.
Fitz-John.....ML25	Mack...AB230	PC...	25	Ash..	St..	273	96	105	6000	25	14½	10	N	5	N	16½	Rf°	Y	N	N	Y	N	15	14	CS...	Kam.	Lea...	Mas..	Mas...	Lin	OD...	13–21	N-L	4	C.	N	H...	Own..	C.	N	Y	N	N	Y	Pyr.
Fitz-John.....S42	Reo.....FD164	SDC..	42	Ash..	St..	204½	92½	76	3400	29	17	N	N	42	N	13	N	Y	N	N	N	RC.	13	11	.....	Own	Lea...	None	None	None	OD...	3–21	N-L	2	N	T.	N	...	Kysor..	N	N	N	N	N	Pyr.
Fitz-John.....WL21	White...65–180	PC...	21	Ash..	St..	229¾	96	105	5200	24½	14	8	N	5	N	16½	Rf°	Y	N	N	Y	N	13	12	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	11–21	N-L	4	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....WL25	White...54–227	PC...	25	Ash..	St..	262½	96	105	5800	24½	14	10	N	5	N	16½	Rf°	Y	N	N	Y	N	15	14	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	13–21	N-L	4	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....WL29	White...54–240	PC...	29	Ash..	St..	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	16–21	N-L	5	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....WB25	White...65–180	SDC..	25	Ash..	St..	233½	96	104	4600	24½	14	10	N	5	N	22	N	Y	N	N	Y	N	13	11	.....	H-K	Lea...	Steel...	Mas..	Lin	OD...	6–21	N-L	3	C.	N	N	...	Kysor.	PB..	N	N	N	Y	Y	Pyr.
Fitz-John.....ML29	Mack.AB230½	PC...	29	Ash..	St..	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Kam.	Lea...	Mas..	Lea...	Lin	OD...	16–21	N-L	5	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....CL29	ACF...175–240	PC...	29	Ash..	St..	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	16–21	N-L	5	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....ML33	Mack..BK-265	PC...	33	Ash..	St..	327	96	105	7650	24½	14	14	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Kam.	Lea...	Mas..	Lea...	Lin	OD...	18–21	N-L	5	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Fitz-John.....CL33	ACF...175–264	PC...	33	Ash..	St..	327	96	105	7650	24½	14	14	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp.	Lea...	Mas..	Lea...	Lin	OD...	18–21	N-L	5	C.	N	H...	...	Kysor.	C.	N	Y	N	N	N	Pyr.
Hackney.....233	.....	SDC..	13	Oak..	St..	161	76	.....	1980	...	...	3	7	...	...	17	Rf..	Y	...	...	Y	N	12	10	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....235	.....	SDC..	16	Oak..	St..	191	76	.....	2280	...	...	4	8	...	...	17	Rf..	Y	...	...	Y	N	14	12	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....237	.....	SDC..	19	Oak..	St..	221	76	.....	2480	...	...	5	9	...	...	17	Rf..	Y	...	...	Y	N	16	14	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....239	.....	SDC..	22	Oak..	St..	251	76	.....	2780	...	...	6	10	...	...	17	Rf..	Y	...	...	Y	N	18	16	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....243	.....	SDC..	17	Oak..	St..	156	90	.....	2218	...	...	6	5	...	...	17	Rf..	Y	...	...	Y	N	12	10	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....245	.....	SDC..	21	Oak..	St..	191	90	.....	2518	...	...	8	5	...	...	17	Rf..	Y	...	...	Y	N	14	12	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....247	.....	SDC..	25	Oak..	St..	221	90	.....	2818	...	...	10	5	...	...	17	Rf..	Y	...	...	Y	N	16	14	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....249	.....	SDC..	29	Oak..	St..	251	90v	.....	3118	...	...	12	5	...	...	17	Rf..	Y	...	...	Y	N	18	16	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....253	.....	SDC..	17	Oak..	St..	161	90	.....	2218	...	...	6	5	...	...	17	OR.	Y	...	...	Y	N	12	10	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....255	.....	SDC..	21	Oak..	St..	191	90	.....	2560	...	...	8	5	...	...	17	OR.	Y	...	...	Y	N	14	12	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....257	.....	SDC..	25	Oak..	St..	221	90	.....	2860	...	...	10	5	...	...	17	OR.	Y	...	...	Y	N	16	14	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Hackney.....259	.....	SDC..	29	Oak..	St..	251	90	.....	3220	...	...	12	5	...	...	17	OR.	Y	...	...	Y	N	18	16	.....	Own	Lea...	Steel...	Steel...	Wood	.....	.....	N-L	4	...	...	...	...	Kysor°	C.	Y	N	N	N	N	Pyr.
Heisers.....231"WB	Fageol.....	PC...	21	Steel..	St..	349½	84	106	5000	22½	15	8	5	N	N	18½	OR.	Y	Y	Y	N	N	15	14	AdL.	Own	Lea...	Im.Lea.	Gal...	Lin	Ven....	8–15	N-L	3	...	A.	TC..	Trop...	C.	N	Y	N	N	N	Pyr.
Heisers.....212"WB	White.....65A	SDC..	24	Steel..	St..	324	95	105	6000	24½	14	12	N	N	N	13	Re.	Y	N	N	Y	N	17	15	AdL.	Own	Lea...	Im.Lea.	Al....	Lin	Ven....	6–15	N-L	4	...	A.	TC..	B&V...	C.	N	N	N	Y	Y	Pyr.
Heisers.....250"WB	White.....54A	SDC..	32	Wood.	St..	398	95	102	6000	27	15	16	N	N	N	14½	No.	Y	N	N	Y	N	20	17	AdL.	Own	Lea...	Im.Lea.	Gal...	Lin	V-M.	8–15	N-L	5	...	A.	TC..	Trop...	C.	N	N	N	Y	Y	Pyr.
Heisers.....182"WB	Fageol.....	SDC..	17	Steel..	St..	300	90	111	5000	25	17	8	1	N	N	9	Rf..	Y	Y	Y	N	N	13	12	Han..	Own	Lea...	Im.Lea.	Gal...	Lin	Ven....	6–15	Own	4	...	A.	TC.	B&V...	C.	N	N	N	N	N	Pyr.
Heisers.....250"WB	ACF.....160	Obs...	30	Steel..	St..	375	96	119½	7000	25½	17	6	1	N	17	11½	Re.	Y	Y	Y	N	N	17	16	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	...	U	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....265"WB	Mack.....	Obs...	30	Steel..	St..	392	96	119½	7000	28¼	16½	6	1	N	17	11½	Re.	Y	Y	Y	N	N	17	16	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	N	N	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....225"WB	Yellow.....V	Obs...	30	Steel..	St..	370	96	116	6500	26	16	6	1	N	17	11½	Re.	Y	Y	Y	N	N	17	16	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	N	N	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....264"WB	ACF..... 175	Obs...	33	Steel..	St..	404	96	119½	7500	25½	17	6	1	N	21	11½	Re.	Y	Y	Y	N	N	19	18	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	4	N	N	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....230"WB	ACF508,Fageol	Obs...	26	Steel..	St..	360	96	115	6000	25½	17	4	1	N	17	11½	Re.	Y	Y	Y	N	N	15	14	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	N	N	TC.	Trop...	C.	Y	N	N	N	N	Pyr.
Heisers.....250"WB	Yellow.....Z250	Obs...	30	Steel..	St..	382	95	120½	7000	28½	16¾	6	1	N	17	11½	Re.	Y	Y	Y	N	N	17	16	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	N	N	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....250"WB	White.....54A	Obs...	30	Steel..	St..	375	95	119½	7000	28¼	16¾	6	1	N	17	11½	Re.	Y	Y	Y	N	N	17	16	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	10–15	N-L	3	N	N	TC.	B&V...	C.	Y	N	N	N	N	Pyr.
Heisers.....Interstate	.....211"WB	Obs...	32	Steel..	St..	392	96	120	.....	28½	16¾	2	3	N	25	11½	Re.	Y	Y	Y	N	N	19	18	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	14–15*	N-L	4	N	S.	N	...	Own...	C.	Y	N	N	N	N	Pyr.
Heisers.....Trans.	.....233"WB	Obs...	35	Steel..	St..	396	96	120	.....	28½	16¾	2	N	6	25	11½	Re.	Y	Y	Y	N	N	21	18	Fern..	Own	Lea...	Im.Lea.	M&W.	Lin	M&W.	14–15*	N-L	4	N	S.	N	...	Own...	C.	Y	N	N	N	N	Pyr.
Superior Mod.Traveler	Reo,White,Stud	PC...	25	W&S..	St..	330½	96	103¼	5800	27	15½	10	N	5	N	14	IR..	Y	N	N	Y	N	14	14	Dura..	Own	L-M..	Mas...	Mas...	Lin	Canv...	3–15	N-L	3	S.	S.	N	...	Kysor..	C.	N	Y	N	N	N	Pyr.
Superior....Street Car	Reo,White,Stud	SDC..	29	W&S..	St..	338	96	105¼	6100	28¼	15¾	12	N	5	N	N	No.	Y	N	N	Y	N	14	13	Edw	Own	L-M..	Mas...	Mas...	Lin	Canv...	8–15	N-L	3	S.	S.	N	...	Kysor..	C.	N	N	N	Y	Y	Pyr.

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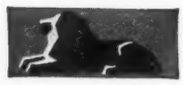
BRITISH MOTOR BUS CHASSIS



MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
		Weight									Fuel System				Gearset							Overall		
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Number of Wheels	Position of Driver	Tire Size	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Frame Height (Ins.)	Length (Ft. and Ins.)	Width (Ft. and Ins.)
A.E.C.	26	7050	3920	210	75	4	Normal	38x9d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	½Fl	Wo	5.25	Fw	Vac	21½	27-1	7-4
A.E.C.	35	7050	3920	210	74	4	Forward	38x9d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	½Fl	Wo	5.25	Fw	Vac	21½	27-3	7-5
A.E.C.	56	7840	5040	195	75	4	Forward	36x8d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	½Fl	Wo	6.5	Fw	Vac	21	25-8	7-6
A.E.C.	72	9350	6720	198	77	6	Forward	36x8	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	½Fl	Wo	6.75	Sw	Vac	21	27-6	7-6
A.J.S.	26	5825	2910	186	71	4	Normal	36x6d	6-3¼x4¾	I	Zen	V.	M	SP	Eng	4	FF	Wo	7.0	Fw	Vac	23½	22-8	7-4
A.J.S.	28	6272	3920	194	71	4	Normal	36x6d	6-3⅞x5	I	Sol	V.	M	SP	Eng	4	FF	Wo	6.5	Fw	Vac	23½	25-3	7-4
A.J.S.	32	6046	4000	198	73	4	Forward	36x6d	6-3⅞x5	I	Sol	V.	M	SP	Eng	4	FF	Wo	6.5	Fw	Vac	23½	25-3	7-4
Albion	20	4590	2500	174	61	4	Normal	32x6	4-3½x5	L	Zen	V.	M	SP	Eng	4	FF	Wo	6.5	Fw	Vac	19	22-0	6-3
Albion	28	6050	3580	195	68	4	Normal	36x6d	4-4½x5	L	Zen	V.	M	SP	Sep	4	FF	Wo	Var	Tr&R	DM	24	25-0	6-11
Albion	28	7170	3920	195	68	4	Normal	36x6d	6-3½x5	L	Zen	V.	M	SP	Sep	4	FF	Wo	Var	Fw	Vac	24	25-3	6-11
Albion	36	7840	4000	208	75	4	Forward	38x8d	6-3½x4⅞	I	Zen	V.	M	SP	Sep	4	FF	Wo	Var	Fw	Vac	25	26-10	7-4
Bristol	32	7840	3920	192	75	4	Forward	36x8d	4-4½x5¾	L	Cla	V.	M	SP	Sep	4	FF	Wo	5.4	Fw	Vac	26	25-4	7-5
Bristol	32	8746	3920	192	75	4	Forward	36x8d	6-4½x5½	L	Cla	V.	M	SP	Sep	4	FF	Wo	5.4	Fw	Vac	26	25-4	7-5
Bristol	36	8860	4200	210	75	4	Forward	38x9d	6-4½x5½	L	Cla	V.	M	SP	Sep	4	FF	Wo	5.4	Fw	Vac	21	26-3	7-5
Bristol	60	9520	6720	192	76	4	Forward	36x8d	6-4½x5½	L	Cla	V.	M	SP	Sep	4	FF	Wo	7.6	Fw	Vac	22	26-3	7-6
Clyde	20	4030	2575	168	60	4	Normal	36x6d	4-4x5¼	L	Zen	V.	M	MD	Eng	4	½Fl	Wo	6.5	Rw	DM	30	19-6	7-3
Clyde	29	6050	3920	200	70	4	Normal	36x6d	6-3⅜x5	L	Zen	V.	B.	MD	Eng	4	FF	Wo	6.0	Fw	Vac	24	24-3	7-5
Commer	20	3420	2500	153	63	4	Normal	32x6d	6-3⅛x4¼	L	Sol	Pu.	B.	SP	Eng	4	FF	Sp	6.5	Fw	DM	25	20-6	6-3
Commer	20	4370	2920	162	63	4	Normal	32x6d	6-3⅛x4½	F	Sol	Pu.	B.	SP	Eng	4	FF	Wo	5.9	Fw	Vac	24	21-1	6-5
Commer	26	4480	3200	186	63	4	Normal	32x6d	6-3⅛x4½	F	Sol	Pu.	B.	SP	Eng	4	FF	Wo	5.9	Fw	Vac	24	23-10	6-5
Commer	32	4480	3600	196	75	4	Forward	32x6d	6-4⅛x5½	L	Sol	Pu.	B.	SP	Eng	4	FF	Wo	5.75	Fw	Vac	24	26-0	7-5
Crossley	32	7840	3920	200	71	4	Forward	38x7d	4-4⅝x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	6.5	Fw	Vac	23	25-6	7-6
Crossley	32	8060	3920	200	71	4	Forward	38x7d	6-4x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	6.5	Fw	Vac	23	25-6	7-6
Crossley	50	8400	5320	200	71	4	Forward	34x7d	6-4x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	6.5	Fw	Vac	23	25-6	7-6
Daimler	32	7900	3920	204	75	4	Forward	38x8d	6-3¾x5⅛	Sl	Sol	Pu.	B.	Hyd	Sep	4	FF	Wo	6.25	Fw	Vac	21	27-6	7-6
Daimler	52	7840	5040	186	75	4	Forward	38x9d	6-3¾x5⅛	Sl	Sol	Pu.	B.	Hyd	Sep	4	FF	Wo	6.25	Fw	Vac	21	24-10	7-6
Daimler	32	7900	3920	204	75	4	Forward	38x8d	6-4⅛x5⅛	I	Sol	Pu.	B.	Hyd	Sep	4	FF	Wo	6.25	Fw	Vac	21	27-6	7-6
Daimler	52	7840	5040	186	75	4	Forward	38x9d	6-4⅛x5⅛	I	Sol	Pu.	B.	Hyd	Sep	4	FF	Wo	6.25	Fw	Vac	21	24-10	7-6
Dennis	20	4256	1800	148	60	4	Normal	33x5d	4-3⅝x4¾	I	Cla	V.	M	Co	Eng	4	FF	Wo	6.75	Fw	Vac	21½	19-3	6-7
Dennis	20	5040	2240	159	62	4	Normal	32x6d	6-3⅜x4¾	I	Cla	V.	M	Co	Eng	4	FF	Wo	6.2	Fw	Vac	21½	20-7	6-9
Dennis	24	5040	2240	158	62	4	Forward	32x6d	6-3⅜x4¾	I	Cla	V.	B.	Co	Eng	4	FF	Wo	6.2	Fw	Vac	21½	20-7	6-9
Dennis	28	7280	3920	199	71	4	Normal	38x7d	4-4⅝x5⅞	L	Cla	V.	M	Co	Sep	4	FF	Wo	6.2	Fw	Vac	26	25-5	7-1
Dennis	32	7280	3920	198	71	4	Forward	38x7d	4-4⅝x5⅞	L	Cla	V.	M	Co	Sep	4	FF	Wo	6.2	Fw	Vac	26	25-4	7-1
Dennis	36	7450	3920	198	71	4	Forward	38x8d	6-3⅝x5⅞	I	Cla	V.	M	SP	Eng	4	½Fl	Wo	5.75	Fw	Vac	24	25-4	7-5
Dennis	52	7620	5040	198	71	4	Forward	38x6d	6-3⅝x5⅞	I	Cla	V.	M	DP	Eng	4	½Fl	Wo	6.75	Fw	Vac	23	25-7	7-6
Gilford	20	5600	2800	168	67	4	Normal	32x6d	6-3⅝x4½	L	Zen	Pu.	M	SP	Eng	4	FF	Wo	5.75	Fw	Vac	21	21-0	6-9
Gilford	35	7282	4480	200	71	4	Forward	38x8d	6-3⅝x5	L	Zen	V.	M	DP	Eng	4	FF	Wo	6.5	Fw	Vac	25	26-0	7-6
Gilford	35	7950	4480	200	71	4	Forward	38x8d	6-4⅝x5½	I	Zen	V.	M	SP	Eng	4	FF	Wo	5.5	Fw	Vac	25	26-0	7-6
Gilford	56	....	....	188	75	4	Forward	34x11	6-2¾x8¼	V	Oil	V.		DP	Eng	4		Wo	..	Fw	Vac	13	25-6	7-6
Guy	20	4030	2020	157	57	4	Normal	32x6d	4-3½x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	5.4	Fw	Vac	23	19-11	6-6
Guy	20	4250	2240	162	57	4	Normal	32x6d	6-3⅛x4¾	I	Sol	V.	M	SP	Eng	4	FF	Wo	5.4	Fw	Vac	24	20-4	6-6
Guy	28	7170	3470	199	70	4	Normal	36x6d	6-4¼x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	5.4	Fw	Vac	24	25-3	7-4
Guy	32	7390	3470	199	70	4	Forward	36x6d	6-4¼x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	5.75	Fw	Vac	24	25-3	7-4
Guy	35	7560	4000	212	69	4	Forward	34x7d	6-4¼x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	5.75	Fw	Vac	24	26-9	7-4
Guy	51	7840	5600	200	74	4	Forward	34x7d	6-4¼x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	6.25	Rw	Vac	23	25-6	7-6
Guy	66	9740	6500	222	75	6	Forward	36x8	6-4¼x5½	L	Sol	V.	M	SP	Sep	4	FF	Wo	7.5	Rw	Vac	24	29-0	7-6
Halley	36	7500	3920	195	72	4	Forward	36x7	4-4⅜x5	L	.....	V.	M	DP	Eng	4	FF	Wo	6.25	Fw	Vac	24	25-7	7-6
Halley	36	7720	3920	195	72	4	Forward	36x7	6-4½x5	L	.....	V.	M	SP	Eng	4	FF	Wo	5.2	Fw	Vac	24	25-7	7-6
Halley	51	7720	5600	192	72	4	Forward	36x8	6-4½x5	L	.....	V.	M	SP	Eng	4	FF	Wo	6.25	Rw	Vac	22	25-2	7-6
Karrier	28	5712	3360	186	64	4	Normal	36x6d	4-4½x5	L	Sol	V.	M	Co	Sep	4	FF	Wo	6.0	Fw	Vac	22	23-8	6-6
Karrier	35	7500	3920	205	68	4	Forward	38x8d	6-3⅝x5½	L	Sol	V.	M	Co	Sep	4	FF	Wo	5.2	Fw	Vac	25	27-6	7-2
Karrier	50	7840	5600	195	70	4	Forward	40x9d	6-3⅝x5½	L	Sol	V.	M	Co	Sep	4	FF	Wo	6.25	Fw	Vac	25	26-0	7-6
Karrier	68	9970	6500	234	76	6	Forward	36x8	6-3⅝x5½	L	Sol	V.	M	Co	Sep	4	FF	Wo	7.0	Rw	Vac	25	28-2	7-6
Leyland	32	7670	3800	210	75	4	Forward	40x9d	6-4x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	5.5	Fw	Vac	25	27-6	7-6
Leyland	35	7500	3800	210	75	4	Forward	40x9d	4-4¼x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	6.5	Fw	Vac	25	27-6	7-6
Leyland	51	7720	5600	198	78	4	Forward	38x9d	6-4x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	6.5	Fw	Vac	24	25-2	7-6
Maudslay	26	6470	4480	211	75	4	Normal	36x8d	4-4⅝x5½	I	Zen	V.	M	Co	Sep	4	FF	Wo	6.1	Fw	Vac	26	27-0	7-6
Maudslay	30	6500	4480	210	75	4	Normal	38x7d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	5.2	Fw	Vac	24	27-0	7-6
Maudslay	32	6500	4480	211	75	4	Forward	36x8d	4-4⅝x5½	I	Sol	V.	M	Co	Sep	4	FF	Wo	6.1	Fw	Vac	26	27-0	7-6
Maudslay	36	8260	4480	211	75	4	Forward	38x7d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	5.2	Fw	Vac	24	27-0	7-6
Maudslay	54	8290	5600	198	76	4	Forward	34x7d	6-4⅝x5½	I	Sol	V.	M	SP	Eng	4	FF	Wo	6.25	Fw	Vac	23	26-0	7-6
Maudslay	66	10640	6500	194	76	6	Forward	36x8	6-4⅝x5½	I	Sol	V.	M	Co	Eng	4	FF	Wo	7.33	Sw	Vac	23	25-8	7-6
Morris	24	5375	2690	180	70	4	Normal	32x6d	6-3⅜x4⅝	L	Sol	Pu.	M	SP	Eng	4	FF	Sp	6.0	Fw	Vac	25	23-11	7-3
Morris	26	7280	4480	196	70	4	Normal	38x8d	6-4⅝x5⅝	I	Sol	Pu.	M	SP	Eng	4	FF	Wo	6.75	Fw	Vac	24	25-6	7-3
Morris	35	8060	4480	216	70	4	Forward	38x8d	6-4⅝x5⅝	I	Sol	Pu.	M	SP	Eng	4	FF	Wo	6.75	Fw	Vac	24	27-0	7-3
Morris	48	8060	5600	193	74	4	Forward	36x8d	6-4⅝x5⅝	I	Sol	V.	M	DP	Eng	4	FF	Wo	6.25	Fw	Vac	21	25-7	7-6
S.M.C.	32	8510	3360	198	77	4	Forward	38x7d	6-3⅝x5½	I	Cla	V.	M	SP	Sep	4	FF	Wo	6.5	Fw	Hy&V	25	26-0	7-6
S.M.C.	60	10750	6000	204	75	6	Forward	36x8	6-4⅝x5½	I	Cla	V.	M	SP	Sep	4	FF	Wo	6.5	Sw	Hy&V	24	27-4	7-6
Star	20	4480	2920	170	62	4	Normal	32x6d	6-3½x4¾	I	Sol	V.	M	DP	Eng	4	FF	Sp	6.4	Fw	Vac	24	20-0	6-4
Star	26	4820	3360	186	70	4	Normal	32x6d	6-3½x4¾	I	Sol	V.	M	DP	Eng	4	FF	Sp	6.4	Fw	Vac	21	21-3	6-8
Thornycroft	26	.....	.....	178	74	4	Normal	34x7d	6-3½x4½	I	.....	V.	M	SP	Eng	4	½Fl	Wo	5.75	Fw	Vac	29	21-4	6-7
Thornycroft	35	.....	.....	208	73	4	Forward	34x7d	6-4⅜x5¼	I	.....	V.	M	SP	Eng	4	½Fl	Wo	5.75	Fw	Vac	21	27-0	7-4
Thornycroft	52	.....	.....	191	73	4	Forward	34x7d	6-4⅜x5¼	I	.....	V.	M	SP	Eng	4	½Fl	Wo	5.75	Fw	Vac	21	24-6	7-4
T.S.	30	7840	3640	192	76	4	Normal	38x7d	4-4¼x5½	L	Zen	V.	M	SP	Sep	4	FF	Wo	5.75	Fw	Vac	26	26-0	7-6
T.S.	32	8230	3780	204	76	4	Forward	38x7d	4-4¾x6	L	Zen	V.	M	SP	Sep	4	FF	Wo	5.2	Fw	Vac	26	27-6	7-6
T.S.	36	8900	4480	204	76	4	Forward	38x8d	6-3⅝x5½		Zen	V.	M	SP	Sep	4	FF	Wo	5.75	Fw	Vac	27	27-6	7-6
T.S.	40	8690	4480	204	76	4	Forward	38x7d	4-4¾x6	L	Zen	V.	M	SP	Sep	4	FF	Wo	5.75	Fw	Vac	31	27-6	7-6
T.S.	52	8910	5600	193	64	4	Forward	36x8d	6-3⅝x5½		Zen	V.	M	SP	Sep	4	FF	Wo	6.5	Fw	Vac	22	26-0	7-6
W & G	32	6500	3640	204	68	4	Forward	36x6d	6-3⅝x5½	L	.....	V.	M	MD	Eng	4	FF	Wo	7.0	Fw	Vac	23	24-9	7-10

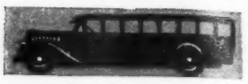
ABBREVIATIONS:
B—Battery
Cla—Claudel **Co**—Cone
D—Dual
DM—Direct Mechanical
DP—Dual Plate
Eng—Unit with Engine
F—In Head and Side
FF—Full Floating
Fw—Four Wheels
½Fl—Semi-floating
Hyd—Hydraulic
Hy&V—Hydraulic and Vacuum Servo
I—Valve in Head
L—Valves at Side
M—Magneto
MD—Multiple Disk
Pu—Pump
Rw—Rear Wheels Only
Sep—Separate Unit
Sl—Sleeve Valves
Sol—Solex
SP—Single Plate
Sp—Spiral Bevel
Sw—Six Wheels (Braking)
Tr&R—Transmission and Rear Wheels
V—Vacuum Fuel Feed
Vac—Vacuum Servo
Wo—Worm **Zen**—Zenith

STATISTICAL ISSUE

CONTINENTAL BUS CHASSIS

MAKE AND MODEL	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Forward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type
FRENCH																			
Berliet	14	134	63	P 16x50	P 16x50d	4	4-3.54x5.11	L	Zenith	Vac	B	MD	Eng	4	Sp	IFR	IR	WW	D
Berliet	16	155	76	P 17x50	P 17x50d	4	4-3.54x5.11	L	Zenith	Vac	B	MD	Eng	4	IG	IFR	IR	WW	D
Berliet	20	142	76	P 17x50	P 17x50d	4	4-3.54x5.11	L	Zenith	Vac	B	MD	Eng	4	Sp	IFR	IR	WW	D
Berliet	32	182	78	P 210x20	P 210x20	4	4-4.33x5.51	L	Zenith	Vac	B	MD	Eng	4	DR	IFR	IR	WW	D
Berliet	32	182	78	P 210x20	P 210x20	4	6-3.74x5.51	L	Zenith	Vac	B	MD	Eng	4	IG	IFR	IR	WW	D
Berliet 6 wheel	40	191	78	P 36x8	P 36x8	6	6-4.33x5.51	L	Zenith	Vac	M	MD	Sep	4	Wo	IFR	IR	WW	D
Berliet	35	212	78	P 250x20	P 250x20	4	6-4.33x5.51	L	Zenith	Vac	M	MD	Sep	4	Sp	IFR	IR	WW	D
Berliet	40	212	78	P 40x8	P 40x8	4	6-4.33x5.51	L	Zenith	Vac	M	MD	Sep	4	IG	IFR	IR	WW	D
Berliet	50	225	78	P 40x8	P 40x8	4	4-4.33x5.51	L	Zenith	Vac	M	MD	Sep	4	DR	IFR	IR	WW	D
Berliet 6 wheel	50	195	78	P 230x20	P 230x20	6	6-4.33x5.51	L	Zenith	Vac	M	MD	Sep	4	DR	IFR	IR	WW	D
Bernard	38	189	74	P 270x20	P 270x20	4	6-3.74x4.4	L	Solex	Vac	B	MD	Eng	4	Sp	IFR	IT	WS	D
Bernard	43	244	74	P 270x20	P 270x20	4	8-3.74x4.72	L	Solex	Vac	M	MD	Eng	4	Sp	IFR	IT	WS	D
Citroen	14	121	56	P 14x50	P 14x50d	4	4-2.95x3.93	L	Solex	G	B	SP	Eng	4	Sp	IFR	ET	WS	D
Citroen	24	166	59	P 17x50	P 17x50d	4	6-2.95x3.93	L	Solex	Vac	B	SP	Eng	4	Sp	IFR	ET	WS	D
Citroen	35	132	70	P 210x20	P 210x20	4	6-2.95x3.93	L	Solex	Vac	B	SP	Eng	4	Sp	IFR	ET	CL	D
Citroen	35	160	59	P 7.50x20	P 7.50x20	6	6-2.95x3.93	L	Solex	Vac	B	SP	Eng	4	Sp	IFR	ET	WS	D
Cottin & Desgouttes	23	177	66	P 36x6	P 38x7d	4	6-3.9x5	L	Zenith	Vac	B	MD	Eng	4	Sp	IFR	ET	SN	D
Delahaye	20	162	63	P 32x6	P 32x6d	4	6-3.14x4.1	L	Zenith	Vac	B	SP	Eng	4	Sp	IFR	ET	SN	D
Delahaye	45	259	65	P 34x7	P 34x7d	4	6-4x4.5	L	Zenith	Vac	B	MD	Sep	4	Sp	IFR	ET	SN	D
Delahaye	35	240	73	P 40x8	P 40x8d	4	6-3.93x5.11	I	Zenith	Vac	B	SP	Eng	6	DR	IFR	ET	SN	D
De Dion Bouton		220	69	P 34x7	P 34x7d	4	4-3.93x5.51	I	Zenith	Vac	M	MD	Eng	4	Sp	IFR	IT	SN	D
Laffly	22	177	63	P 34x7	P 34x7d	4	6-3.54x5.11	I	Solex	Grav	MB	MD	Eng	6	Sp	IFR	IT	WS	D
Laffly	30	196	63	P 34x7	P 34x7d	4	6-3.54x5.11	I	Solex	Grav	MB	MD	Eng	6	Sp	IFR	IT	WS	D
Latil	45	161	83	P 40x8	P 40x8	4	4-4.1x6.29	L	Solex	Vac	M	SP	Eng	4	DR	IFR	IT	WS	D
Panhard-Levassor	25	161	74	P 38x7	P 38x7d	4	4-4.01x5.51	Sl	Own	Vac	M	SP	Eng	4	Sp	IFR	IR	SN	D
Panhard-Levassor	30	196	74	P 38x7	P 38x7d	4	4-4.01x5.51	Sl	Own	Vac	M	SP	Eng	4	Sp	IFR	IR	SN	D
Renault	22	162	64	P 32x6	P 32x6d	4	6-2.95x4.72	L	Own	Pump	B	SP	Eng	4	Sp	IFR	IR	WS	D
Renault	30	170	68	P 1025x185	P 1025x185d	4	4-3.93x6.29	L	Own	Pump	M	MD	Eng	4	Sp	IFR	IR	WS	D
Renault	25	196	70	P 32x6	P 34x7d	4	6-4.33x6.29	L	Own	Pump	B	MD	Eng	4	Sp	IFR	IR	WS	D
Rochet-Schneider	45	242	69	P 40x8	P 40x8d	4	6-4.33x5.51	I	Zenith	Pump	BM	SP	Eng	4	DR	IFR	ITR	SN	D
Saurer	25	196	67	P 36x7	P 36x7d	4	6-3.93x5.11	I	Claudel	Pump	M	MD	Eng	4	Sp	IFR	IR	WS	D
Saurer	30	196	67	P 36x7	P 36x7d	4	6-4.33x5.90	I	Claudel	Pump	M	MD	Eng	4	Sp	IFR	IR	WS	D
Saurer	40	228	78	P 40x8	P 40x8d	4	6-4.33x5.90	I	Claudel	Pump	M	MD	Eng	4	Sp	IFR	IR	WS	D
BELGIAN																			
Brossel	24	165	62	P 34x7.5	P 34x7.5d	4	4-3.74x5.90	L	Zenith	Pump	M	SP	Eng	4	Wo	IFR	IR	WS	D
Brossel	32	196	67	P 38x9	P 38x9d	4	4-3.93x5.90	L	Zenith	Pump	M	SP	Eng	4	Wo	IFR	IR	WS	D
Brossel	44	216	67	P 38x8	P 38x8d	4	4-4.13x5.11	L	Zenith	Pump	M	SP	Eng	4	Wo	IFR	IR	WS	D
Brossel	65	221	67	P 38x8	P 38x8d	4	4-4.13x5.11	L	Zenith	Pump	M	SP	Eng	4	Wo	IFR	IR	WS	D
Dasse	35	236	69	P 750x20	P 750x20d	4	8-2.87x4.72	L	Solex	Vac	B	SP	Eng	4	DR	IFR	IR	SN	D
Miesse		183	68	P 46x10.5	P 46x10.5d	4	8-3.14x5.11	I	Zenith	Pump	B	MD	Eng	4	Wo	IFR	IR	WS	D
Miesse		204	68	P 40x10.5	P 46x10.5d	4	8-3.14x5.11	I	Zenith	Pump	B	MD	Eng	4	Wo	IFR	IR	WS	D
Miesse		207	78	P 40x10.5	P 46x10.5d	4	8-3.14x5.11	I	Zenith	Pump	B	MD	Eng	4	Wo	IFR	IR	WS	D
Minerva	35	190	68	P 36x8.25	P 36x8.25d	4	6-3.74x5.51	Sl	Zenith	Pump	M	MD	Eng	4	Sp	IFR	IFT	C&L	D
Minerva	75	226	69	P 40x10.5	P 40x10.5d	4	6-4.13x6	Sl	Zenith	Pump	M	SP	Sep	4	Wo	IFR	IR	C&L	D
ITALIAN																			
Fiat	10	112	55	P 30x5	P 30x5	4	4-2.63x4.01	L	Solex	Grav	B	SP	Eng	4	Sp	IFR	IT	WW	D
Fiat	33	185	67	P 20x9	P 20x9d	4	6-3.62x5.19	L	Solex	Pump	B	MD	Eng	4	Wo	IFR	IT	WW	D
Lancia	46	233	73	P 985x205	P 985x205	4	6-3.93x5.90	I	Zenith	Vac	M	SP	Eng	4	Sp	IFR	IR	WS	D
Spa	27	177	61	P 34x7	P 34x7d	4	4-3.93x5.51	L	Zenith	Vac	M	MD	Eng	4	DR	IFR	IT	WS	D
GERMAN																			
Buessing-N.A.G. 150	15	144	59	P 7x20	P 7x20	4	4-3.54x4.92	I	Sum	Grav	Bat	SP	Eng	3	Sp	IF	IF	SN	D
Buessing-N.A.G. 200	18	144	72	P 6x20	P 6x20d	4	4-3.54x4.92	I	Sum	Grav	Bat	SP	Eng	3	Sp	IF	IF	SN	D
Buessing-N.A.G. 250	21	161†	71	P 6.5x20	P 6.5x20d	4	4-3.54x4.92	I	Sum	Pump	Bat	SP	Eng	3	Sp	IF	IR-ET	SN	D
Buessing-N.A.G. 275	26	177	71	P 7x20	P 7x20d	4	6-3.3x4.72	I	Pallas	Pump	Bat	SP	Eng	4	Sp	IF	IR-ET	SN	D
Buessing-N.A.G. 300	31	200†	74	P 7.25x20	P 7.25x20d	4	6-3.3x4.72	I	Pallas	Pump	Bat	SP	Eng	4	Sp	IF	IR-ET	SN	D
Buessing-N.A.G. 350	36	216†	74	P 8.25x20	P 8.25x20d	4	6-3.7x6.61	I	Solex	Pump	Bat	MD	Eng	4	Sp	IF	IR-ET	SN	D
Buessing-N.A.G. 40N	35	216	75	P 9.75x20	P 9.75x20d	4	6-4.52x5.9	I	Own†	Vac	Mag	Co	Sep	4	Sp	IF	ET	WS	CS
Buessing-N.A.G. 50N	45	240	80	P 9.75x20	P 9.75x20d	4	6-4.52x5.9	I	Own†	Vac	Mag	Co	Sep	4	DR	IF	ET	WS	CS
Buessing-N.A.G. 80N	60-80	282†	79	P 12x20	P 12x20	6	6-4.92x6.3	I	Own†	Vac	Mag	Co	Sep	4	Sp	IS	IMR	WS	CS
Daimler-Benz, Mercedes O-2500	20	157	63	P 6.5x20	P 6.5x20d	4	6-3.15x5.11	L	Solex	Pump	Bat	SP	Eng	4	Sp	IF	IR	SN	D
Daimler-Benz, Mercedes O-3000	26	177	66	P 7.25x20	P 7.25x20d	4	6-3.24x5.11	L	Solex	Pump	Bat	SP	Eng	4	Sp	IF	IR	SN	D
Daimler-Benz, Mercedes O-4000	42	226	70	P 40x8	P 40x8d	4	6-4.13x5.9	L	Pallas	Vac	Mag	MD	Eng	4	DR	IF	IR	SN	CS
Daimler-Benz, Mercedes O-4000 Diesel	42	226	70	P 40x8	P 40x8d	4	6-4.13x6.49	I	Diesel	Pump		SP	Eng	4	DR	IF	IR	SN	CS
Daimler-Benz, Mercedes O-8500	50	275	77	P 10.5x20	P 10.5x20	6	6-4.13x5.9	L	Pallas	Vac	Mag	MD	Eng	4	DR	IS	IM	SN	CS
Daimler-Benz, Mercedes O-8500 Diesel	50	275	77	P 10.5x20	P 10.5x20	6	6-4.13x6.49	I	Diesel	Pump		SP	Eng	4	DR	IS	IM	SN	CS
Faun (Gas Electric)	25†	202	71	P 38x7	P 38x7d	4	6-3.7x6.61	I	Maybach	M.Pu	MB				GE	IF	IR	SN	CS
Faun O35N	34	226	76	P 9 25x20	P 9.25x20d	4	6-3.7x6.61	I	Solex	M.Pu	MB	SP	Eng	4	DR	IF	IR	SN	CS
Hansa-Lloyd...Europa N	21	161	60	P 7x20	P 7x20d	4	6-3.7x4.64	L	Solex	Pump	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Hansa-Lloyd...Roland N	25	204	63	P 8.25x20	P 8.25x20d	4	6-4.13x4.92	L	Solex	Vac	Bat	MD	Sep	4	Wo	IF	IR	SN	CS
Henschel 4B2	Var.	196	69	P 8x20	P 8x20d	4	4-4.72x6.3	I	Pallas	Vac	Mag	MD	Sep	4	Sp	IF	IR	WS	D†
Henschel 4D5	Var.	234	70	P 9.75x20	P 9.75x20d	4	6-4.72x6.3	I	Pallas	Vac	Mag	MD	Sep	5	Sp	IF	IR	WS	D†
Henschel 34D3	Var.	224	77	P 9x20	P 9x20	6	6-4.72x6.3	I	Pallas	Vac	Mag	MD	Sep	4	Wo	IMR	IR	WS	D†
Henschel 35F3	55†	292	78	P 11.25x20	P 11.25x20	6	6-4.92x6.3	I	Pallas	Vac	Mag	MD	Sep	5	Sp	IS	IMR	WS	CS
Henschel 35H3	Var.	284	78	P 11.25x20	P 11.25x20	6	12-4.72x6.3	I	Pallas	Vac	Mag	MD	Sep	5	Sp	IS	IMR	WS	CS
Krupp O4N62	30/40	230	75	P 9x20†	P 9x20d†	4	6-3.93x6.3	I	Solex	Pump	Mag	SP	Eng	4	Sp	IF	IR	SN	CS
Magirus M20	23	157	66	P 6.5x20	P 7x20d	4	6-3.46x4.92	L	Solex	Grav	Bat	SP	Eng	4	Sp	IF	IR	SN	D
Magirus M30	33	177	66	P 7.25x20	P 7.25x20d	4	6-3.46x4.92	L	Zenith	Grav	Bat	SP	Eng	4	Sp	IF	IR	SN	D
Magirus M40	38	204	67	P 34x7.5	P 34x7.5d	4	6-4.13x5.9	L	Solex	Vac	Mag	MD	Eng	4	DR	IF	IR	SN	CS
Magirus M50	45	238	76	P 38x9	P 38x9d	4	6-4.13x5.9	L	Zenith	Vac	Mag	MD	Eng	4	DR	IF	IR	SN	CS
M.A.N. F1N6	50	224	73	P 9.75x20	P 9.75x20d	4	6-4.33x6.49	L	Pallas	Vac	Mag	MD	Sep	4	DR	IF	IR	WS	D
M.A.N. S1N6	75	270	74	P 10.5x20†	P 10.5x20†	6	6-4.72x7.08	I	Pallas	Vac	Mag	MD	Sep	4	DR	IS	IMR	WS	CS
M.A.N. F1N6-Diesel	50	224	73	P 9.75x20	P 9.75x20d	4	6-4.72x7.08	I	None	Pump	Diesel	MD	Sep	4	DR	IF	IR	WS	D
Nacke	20	161	64	P 32x6	P 32x6d	4	4-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
Nacke	25	165	64	P 34x7	P 34x7d	4	4-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
Nacke	35	177	67	P 40x8	P 40x8d	4	6-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
Richard Nitzsche & Co. Elite OI	20†	173	65	P 34x7	P 34x7d	4	4-4.33x6.3	L	Pallas	Vac	Mag	Co	Sep	4	DR	ET	IR	WS	D

CONTINENTAL BUS CHASSIS—Continued



MAKE AND MODEL	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Forward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type
GERMAN—Cont.																			
Richard Nitzsche & Co. Elite OII	20†	173	65	P 34x7	P 34x7d	4	6-3.93x5.51	L	Solex	Vac	Mag	SP	Eng	4	DR	ET	IR	WS	D
Richard Nitzsche & Co. Elite OIII-Diesel	20†	173	65	P 34x7	P 34x7d	4	2-3.15x11.81			Pump	Diesel	Co	Eng	4	DR	ET	IR	WS	D
Rumpler (Front Wh. Dr.)	37	193	77	P 44x12	P 44x12	4	6-3.7x6.61	I	Zenith	Pump	Mag	SP	Eng	3	Sp	ET-IR	IR	SN	CS
Vomag DO	50	276	76	P 40x10	P 40x10	6	6-5.11x6.3	I	Zenith	Vac	Mag	Co	Sep	5	DR	IS	IMR	SN	CS
Vomag 60V57	40	224	72	P 38x9.75	P 38x9.75d	4	6-4.72x6.3	I	Zenith	Vac	Mag	Co	Sep	5	DR	IF	IR	SN	CS
AUSTRIAN																			
Austro-Fiat AFN/1n	18	142	55	P 7x20	P 7x20d	4	4-3.62x4.92	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WS	D
Austro-Fiat O25	26	189	69	P 36x8.25	P 36x8.25d	4	4-4.13x5.9	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 2BH/N	21	157	62	P 32x6	P 32x6d	4	4-3.93x5.9	I	Own	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BH/N	26	197	68	P 34x7	P 34x7d	4	4-4.33x5.9	I	Own	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BN/N	30	197	68	P 36x8†	P 36x8d†	4	6-3.93x5.12	I	Own	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 5BL/N	34	228	73	P 40x8	P 40x8d	4	6-4.33x5.9	I	Own	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BH/Nb	26	197	68	P 34x7	P 34x7d	4	4-3 93x5.9	I	Own	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Fross-Buessing IIIFBN	32	197	67	P 9x20†	P 9x20d†	4	6-3.93x6.69	I	Pallas	Pump	Mag	SP	Sep	4	Sp	IF	IR	WS	D
Fross-Buessing IVFB4	42	205	69	P 40x8	P 40x8d	4	6-3.7x6.61	I	Maybach	Pump	MB	SP	Sep	4	DR	IF	IR	WS	CS
Graef & Stift V5	21	145	59	P 32x6	P 32x6d	4	4-3.54x5.51	L	Zenith	Vac	Mag	Co	Sep	5	Sp	EF	IT	CL	D
Graef & Stift V6	27	178	63	P 34x7	P 34x7d	4	4-4.13x5.9	I	Zenith	Grav	Mag	Co	Eng	5	Sp	IF	IT	CL	D
Graef & Stift S8	38	232	67	P 38x9	P 38x9d	4	6-4.33x5.9	I	Zenith	Pump	Mag	MD	Eng	5	Sp	IF	IT	CL	D
Perl L6	17	142	61	P 30x5	P 30x5d	4	6-2.87x4.72	L	Strom	Grav	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Perl L600	22	151	61	P 32x6	P 32x6d	4	6-3.24x4.48	L	Strom	Grav	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Perl L6000	22	159	63	P 34x7	P 34x7d	4	6-3.24x4.48	L	Strom	Grav	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Perl D4L	12/17	153	62	P 30x5	P 30x5d	4	4-3.85x4.25	L	Zenith	Pump	Bat	SP	Eng	4	Sp	IF	ET	WS	CS
W.A.F.	Var.	173	74	P 36x8	P 36x8	4	4-4.13x6.29	L	W.A.F	Opt	Mag	MD	Eng	4	Be	ET	IR	WS	CS
CZECHO-SLOVAKIAN																			
Ceskomoravska Kolben Danck TN	25†	228†	66	P 36x8	P 36x8d	4	6-3.93x6.9	L	Zenith	Vac	Bat	SP	Sep	4	Sp	IF-ET	IR	SN	D
Ceskomoravska Kolben Danck NO	20†	177	67	P 38x7	P 38x7d	4	4-4.33x6.3	L	Zenith	Vac	Bat	SP	Sep	7	Sp	IF-ET	IR	SN	D
Ceskomoravska Kolben Danck AN	14†	134	54	P 6x20	P 6x20d	4	4-2.95x4.33	L	Zenith	Grav	Bat	SP	Eng	4	Sp	IF-E	IR	SN	D
Skoda 104	14	119	52	P 6x18	P 7x18	4	4-2.83x4.02	L	Zenith	Vac	Bat	MD	Eng	4	Sp	IF	IR	SN	D
Skoda 206	18	150	56	P 6.5x20	P 6.5x20d	4	6-2.95x4.02	L	Zenith	Pump	Bat	SP	Eng	4	Sp	IF	ET	SN	D
Skoda 304N	19	151	70	P 32x6	P 32x6d	4	4-4.13x5.51	L	Zenith	Vac	Mag	MD	Eng	4	Sp	IF	IR	WW	D
Skoda 506N	28	180	71	P 36x8	P 36x8d	4	6-4.13x5.51	L	Zenith	Vac	Mag	MD	Eng	4	Sp	IF	IR	WW	D
Tatra 26	15	147	55	P 30x6.5	P 30x6.5	6	4-2.95x3.74	I	Zenith	Grav	Mag†	MD	Eng	4	Sp	IS	IMR	SN	D
Tatra 30	15	147	55	P 30x6.5	P 30x6.5	6	4-3.15x3.74	I	Zenith	Grav	Mag†	MD	Eng	4	Sp	IS	IMR	SN	D
Tatra 43a	15	129	59	P 28x5.5	P 36x8.25	4	4-2.95x3.74	I	Zenith	Grav	Mag†	MD	Eng	4	Sp	IF	IR	SN	D
Tatra 43b	15	129	59	P 28x5.5	P 36x8.25	4	4-3.15x3.74	I	Zenith	Grav	Mag†	MD	Eng	4	Sp	IF	IR	SN	D
Tatra 27	24	169	67	P 36x8	P 36x8	4	4-3.74x5.9	I	Zenith	Grav	Bat	MD	Eng	4	Sp	IF	ET	Spec	D
Tatra 23	20	170	71	P 40x10.5	P 40x10.5	4	4-4.52x7.08	I	Zenith	Grav	Mag	MD	Eng	4	Sp	IF	ET	SN	CS
Tatra 24	28	242†	71	P 40x10.5	P 40x10.5	6	4-4.52x7.08	I	Zenith	Grav	Mag	MD	Eng	4	Sp	IS†	ET	SN	CS
Tatra 24/58	39	220†	71	P 40x10.5	P 40x10.5	6	6-4.52x7.08	I	Zenith	Grav	Mag	MD	Eng	4	DR	IS	ET	SN	CS
Walter	20	126	55	P 7x20	P 7x20	4	4-2.95x4.25	I	Zenith	Vac	Bat	SP	Eng	4	Sp	IF	IR	WW	D
Walter	18	141	57	P 30x5	P 30x5d	4	4-3.34x4.92	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WW	D
Walter	26	189	68	P 8.25x20	P 8.25x20	4	4-4.13x5.9	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WW	D

ABBREVIATIONS;

†—Others also
Bat—Battery
Be—Bevel
C&L—Cam and Lever
Co—Cone
CS—Cast Steel
d—Dual
D—Disk
DR—Double Reduction
EFR—External Front and Rear
Eng—Unit with Engine
ET—External Transmission
F—"F" Head
Grav—Gravity
I—Valve in Head
IF—Internal Four Wheels
IFR—Internal Front and Rear
IFRT—Internal Front Rear and Transmission
IFT—Internal Front and Trans.
IM—Middle
IMR—Middle and Rear
IR—Internal Rear
IS—Internal Six Wheel
IT—Internal Transmission
L—"L" Head
Mag—Magneto
MB—Magneto and Battery
MD—Multiple Disk
M.Pu—Mechanical Pump
P—Pneumatic
SN—Screw and Nut
SP—Single Plate
Sp—Spiral Bevel
Strom—Stromberg
SwA—Swinging Axle
Vac—Vacuum
Var—Various
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel

American Bus Trends Rated Horsepower

(Based on Number of Models Offered)

Under 6000 lb. Chassis Weight

	Per Cent 20-29 HP.	Per Cent 30-39 HP.	Per Cent 40-49 HP.
1928	50.0	50.0	...
1929	43.6	46.1	10.3
1930	46.2	38.5	15.3
1931	21.8	69.5	8.7
1932	27.8	66.7	5.5

6000 lb. and Over Chassis Weight

	Per Cent 20-29 HP.	Per Cent 30-39 HP.	Per Cent 40-49 HP.	Per Cent Over 50 HP.
1928	15.0	38.0	47.0	...
1929	6.2	25.0	68.8	...
1930	4.3	17.4	65.2	13.1
1931	6.9	27.6	58.6	6.9
1932	5.7	20.0	57.3	17.0

U. S. GASOLINE TRUCK CHASSIS

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size		Engine				Fuel System		Electrical System			Clutch	Gear Set	Universals Make and No.	Rear Axle		Front Axle
			Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed	Ignition System Make		Generator, Starter Make	Type and Make	Make and Model		Make and Model	Final Drive and Type	Make and Model
1000 Pounds																			
Chevrolet.. Ind. Com.	355	109	B 4.75/19	B 4.75/19	Own	6-3⅛x3¼	26.3	50-2600	Car	P	D-R		D-R	P.Own	Own Ind.	Own	Own Int.	S½	Own Ind.
Dodge Bros....UF-10	375	109	B 5.00/19	B 5.00/19	Own	4-3½x4½	21.0	48-2800	Car	M	L-R		D-R	P.	Own	2	Own	S½	Own
Dodge Bros.....F-10	445	109	B 5.25/19	B 5.25/19	Own	6-3¼x4⅛	25.3	66-3200	Car	M	D-R		D-R	P.	Own	2	Own	S½	Own
Fargo Packet.....	595	...	B 5.00/19	B 5.00/19	Own	6-3½x4½	23.4	.....	Str	V	N-E		N-E	D.Own	Own	Own	Own	S½	Own
Ford.....A	340	103	B 4.75/19	B 4.50/20	Own A	4-3¾x4¼	24.0	40-2200	Zen	G	Own		Own	D.Own	Own	Own	Own	S½	Own
(X)Gen. Mot....T-15	...	121	B 5.50/20	B 5.50/20	Own 200	6-3⅜x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	M.M.	Own	S½	Own
Studebaker.....SI	595	114	B 5.25/19	B 5.25/19	Own	6-3¾x4⅛	21.3	70-3200	Str	M	D-R		D-R	P.Lon	W-G	Spi 2	Own	S½	Own
Willys Six.....C-113	395	113	B 5.00/19	B 5.00/19	Own C-113	6-3¼x3⅞	25.3	65-3400	Til	M	A-L		A-L	P.Own	Own	Spi	Own	S½	Own
1500 Pounds																			
Dodge Brothers.....	490	124	B 6.00/20	B 6.00/20	Own	4-3½x4¼	21.0	48-2800	Car	V	D-R		D-R	P.	Own	2	Own	S½	Own
Dodge Brothers.....	595	124	B 6.00/20	B 6.00/20	Own	6-3½x3⅞	27.3	63-3200	Zen	V	N-E		N-E	P.	Own	2	Own	S½	Own
Fargo Clipper.....	725	...	B 5.50/18	B 5.50/18	Own	6-3¼x4⅛	23.4	.....	Str	V	D-R		D-R	D.Own	Own	Own	Own	S½	Own
Fisher-Std.....JR-BX	...	120	P 30x5	P 30x5	Con W10	4-3½x4½	24.0	48-2800	Zen	M	A-L		A-L	P.Lon	W-G T9	Spi 2	Sal F	S½	Sal F
(X) Gen. Mot. T15.....	645	130	B 5.50/20	B 5.50/20	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	M.M.	Own	S½	Own
International.....A-1	615	136	B 5.50/20	B 5.50/20	Wau XAH	4-3⅝x4½	21	39-2400	Zen	V	D-R		D-R	P.M.M.	W-G T9	M.M.4	Own 702	SF	Own 101
Relay.....15AA	1370	131	P 30x5	P 30x5	Con 17E	6-3½x4	27.3	52-2200	Str	V	A-L		A-L	P.B&B	W-G T-9	Bio	Own	2R	Col 5540
1 Ton																			
Atterbury.....A	....	132	P 30x5	P 30x5	Lyc WTG	6-3x4¾	21.6	64-2800	Zen	G	D-R		D-R	P.B&B	War T9	Spi 300	Tim 51000H	B	Tim 11710H
Commerce.....S-11	1600	142	P 30x5	P 30x5	Bud HS6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Col 54028	SF	Col 5530
Condor.....CAV6	825	131	B 6.00/20	B 6.50/20	Con 25A	6-3½x4	27.4	61-3000	Til	M	A-L		A-L	D.Jon	W-G T9	Bio	Tim53200BF	BF	Tim 3000
(T)Day Elder.....60	825	135	B 6.00/20	B 6.50/20	Con 25A	6-3½x4	27.3	61-3000	Zen	M	D-R		D-R	P.B&B	W-G T9	Spi	Tim 53200H	B¾	Tim 30000H
Diamond T.....216B	795	135	B 6.50/20	B 6.50/20	Her JXA	6-3½x4¼	27.3	56-2400	Zen	M	A-L		A-L	P.B&B	W-G	Spi 2	Cla B375	SF	Cla F208
Dodge Brothers.....	495	133	P 6.00/20	P 32x6	Own	4-3½x4¾	21.0	48-2800	Car	V	D-R		D-R	P.	Own	3	Own	S½	Own
Dodge Brothers.....	595	133	P 6.00/20	P 32x6	Own	6-3½x3⅞	27.3	63-3200	Zen	V	N-E		N-E	P.	Own	3	Own	S½	Own
Douglas.....A6	1095	135	P 30x5	P 30x5	Bud J214	6-3½x4	27.3	61-3000	Zen	M	A-L		A-L	P.B&B	W-G T9	M.M.	Cla B370	SF	Cla F208
Fargo Freighter.....	795	...	B 6.00/20	P 32x6	Own	6-3¼x4⅛	23.4	.....	Str	V	N-E		N-E	.....	Own	U-P	Cla	S½	Own
Fisher-Std. Sp. X-1-1½	....	128	P 30x5	DP30x5	Con W-20	4-4¼x4¼	26 8	52-2400	Zen	M	A-L		A-L	P. Lon	Cov F4B	Spi 3	Tim 52200H	SF	Tim 11703H
Garford.....S-11	1600	142	P 30x5	P 30x5	Bud HS6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Col 54028	SF	Col 5530
(X)Gen.Mot.....T15	675	130	B 7.00/20	B 7.00/20	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	M.M.	Own	S½	Own
(X)Gen.Mot.....T-18	560	131	B 5.50/20	B 6.00/20	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	Own	Own	S½	Own
Gramm.....AX4	795	131	B 6.00/20	B 6.50/20	Con W-10	4-3½x4¼	24.0	50-2800	Til	M	A-L		A-L	D.Jon	W-GT9	Bio	Tim 53200H	BF	Tim
Gramm.....AX-6	895	131	B 6.00/20	B 6.50/20	Con 25A	6-3½x4	27.3	74-3300	Til	M	A-L		A-L	D.Jon	W-G T9	Bio	Tim 53200H	BF	Tim
Hahn & Seiden.....7	....	124	P 30x5	P 30x5	Con 29L	6-2⅞x4¾	19.8	45-2 00	Zen	V	A-L		A-L	P.B&B	W-G	Bio	Tim 52000 H	BF	Tim 11703 H
Indiana.....64	....	137	P 30x5	P 30x5	Con	6-3½x4⅝	27.3	65-2700	Str	V	A-L		A-L	P.B&B	B-L	Spi 2	Col	S½	Col
LaFrance-Republic A-1	795	132	B 5.50 20	P 32x6	Lyc WTG	6-3x4¾	21.5	60-2500	Zen	V	A-L		A-L	P.B&B	Ful Wo-BB	Spi 3	Tim 51000 H	SF	Tim 11710- H
LaFra.-Republic AA-1	810	144	B 5.50/20	P 32x6	Lyc WTG	6-3x4¾	21.5	60-2500	Zen	V	A-L		A-L	P.B&B	Ful Wo-BB	Spi 3	Tim 51000H	SF	Tim 11710H
Relay.....15AB	1400	131	P 30x5	P 30x5	Con 17E	6-3½x4	27.3	52-2200	Str	V	A-L		A-L	P.B&B	W-G T-9	Bio	Own	2R	Col 5540
Relay.....S11	1700	142	P 30x5	P30x5	Bud HS6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Own 20B	2R	Col 5530
Rugby.....614	....	112	B 5.00/19	B 5.00/19	Con 22-A	6-3¼x4	25.3	71-3300	Str	M	A-L		A-L	P.B&B	War	Spi	Adams	S½	Adams
Service.....S11	1600	142	P 30x5	P 30x5	Bud HS6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Col 54028	SF	Col 5530
Sterling.....FB30	795	142	B6.50/20	B6.50/20	Con 25A	6-3½x4	28.0	72-3300	Zen	M	D-R		D-R	P.B&B	War	Spi	Tim	BF	Tim
Stewart.....30	695	130	B 6.50/20	B 6.50/20	Lyc AFE	4-3¾x4½	22.5	50-2600	Str	V	D-R		D-R	P.B&B	War	Spi	Sal	SF	Sal
Stewart.....30X	795	130	B 6.50/20	B 6.50/20	Lyc WSG	6-3x4¾	21.0	60-2600	Str	V	D-R		D-R	P.B&B	War	Spi	Sal	SF	Sal
World.....DA-60	1195	150	B 6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	21.6	63-2900	Zen	V	A-L		A-L	P.Lon	WGT9	Spi 3	Tim 53200H	SF	Tim 30000H
1¼ Ton																			
Clinton.....20B	1995	150	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	36-1800	Zen	V	Spi		D-R	D.B-L	B-L 31	Bio	Cla B501	B½	Shu 5405
(X)GMT.....T-15	680	130	B 5.50/20	P 32x6	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	M.M.	Own	S½	Own
(X)Gen.Mot.....T-18	570	131	B 5.50/20	P 7.00/20	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	Own	Own	S½	Own
Indiana.....11X	....	120	P 30x5	P 30x5	Her	4-4x5	25.6	46-2000	Str	G	A-L		A-L	P.B-L	B-L	Spi	Cla	S½	Shu
Indiana.....11	....	129	P 30x5	P 30x5	Her	4-4x5	25.6	46-2000	Str	G	A-L		A-L	P.B-L	B-L	Spi	Cla	S½	Shu
Indiana.....74	....	137	P 32x6	P 32x6	Con	6-3½x4½	27.3	65-2700	Str	V	A-L		A-L	P.B&B	B-L	Spi 2	Col	S½	Col
LaFra.-Republic...C-1	....	144	B 6.00/20	P 32x6	Lyc 48L	6-3¼x4½	25.3	61-2750	Zen	V	A-L		A-L	P.B&B	Ful WO-BB	Spi 3	Tim 52200H	SF	Tim 11710H
Moreland.....Ace	1550	136	B 7.00/20	B 7.00/20	Con 18E	6-3½x4	27.3	61-3000	Zen	V	A-L		A-L	P.B-L	B-L 20	Fet	Tim 52000 H	SF	Tim 11703 H
1½ Ton																			
Acme.....3X	....	150	B6.00/20	DB6.00/20	Con 16C	6-3½x4⅝	27.3	66-3200	Str	M	A-L		A-L	B-L	B-L 214	Spi	Tim 53200H	BF	Tim 30000H
Atterbury.....K	....	145	P32x6	P 32x6	Lyc WTG	6-3x4¾	21.6	64-2800	Zen	G	D-R		D-R	P.B&B	War T9	Spi	Tim 52200H	B	Tim 11710H
Autocar.....A	3200	150	P 34x7	P 34x7	Own	6-4x4¾	38.4	82-2400	Str	V	D-R		D-R	dp.Lon	Own T	Spi	Own SA	SF	Tim 14703H
Brockway.....80	....	137	B6.00/20	DB6.00/20	Con	6-3½x4	27.3	61-3000	Zen	M	A-L		A-L	P.B&B	.....	Spi	Tim	SF	Col
Brockway.....90	....	149	B6.00/20	DB6.00/20	Con	6-3½x4⅝	27.3	65-2700	Zen	M	A-L		A-L	P.B&B	.....	Spi 3	Tim	SF	Col
(Y) Chevrolet..Utility	520	131	P 30x5	DP 30x5	Own	6-3⅛x3⅜	26.3	50-2600	Car	P	D-R		D-R	P.Own	Own	Own	Own	S½	Own
Chevrolet....UL Dual	590	157	P 30x5	DP 30x5	Own	6-3⅛x3⅜	26.3	50-2600	Car	M	D-R		D-R	P.Own	Own	Own 2	Own	S	Own
Clinton.....32	2195	150	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22.5	36-1800	Zen	V	Spi		D-R	D.B-L	L-L 31	Bio	Cla 501	B½	Shu 5405
Commerce.....40	2990	168	P 34x5	DP34x5	Bud DW6	6-3½x5	33.7	64-2100	Zen	V	A-L		A-L	D.Ful	Ful MGU	Bio	Tim 63702	WF	Tim 35000H
Commerce.....S 11	1900	162	P 30x5	DP30x5	Bud HS 6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Tim 54000	SF	Col 5530
Condor.....CBV4	885	131	B 6.00/20	DB6.50/20	Con W-10	4-3½x4¼	24.0	50-2800	Til	M	A-L		A-L	D.Jon	W-G T9	Bio	Tim 53200	BF	Tim 30000
Condor.....CBV6	925	131	B 6.00/20	DB6.00/20	Con 25A	6-3½x4	27.3	61-3000	Til	M	A-L		A-L	D.Jon	W-G T9	Bio	Tim 53200	BF	Tim 30000
(Z)Corbitt.....7B6	....	150	P 32x6	P 32x6	Con 18E	6-3½x4	27.3	61-3000	Zen	O	D-R		D-R	P.B-L	B-L 214	Spi	Tim 52200H	BF	Tim 11703H
(Z)Corbitt.....8B4	....	134	B 6.00/20	P 32x6	Con W10	4-3¾x4¼	24.0	49-2800	Zen	M	D-R		D-R	P.B&B	Own	Spi	Own	SF	Own
(Z)Corbitt.....8B6	....	136	B 6.00/20	P 32x6	Con 25A	6-3½x4	27.3	61-3000	Zen	M	D-R		D-R	P.B&B	Own	Spi	Own	SF	Own
Day Elder 1½, 2T 85	1395	135	B 6.00/20	DB6.50/20	Con 16-C	6-3½x4½	27.3	65-2700	Zen	M	D-R		D-R	P.B&B	W-G T9	Spi 3	Tim 53200H	BF	Tim 30000H
Diamond T216B, 1-1½	795	135	B 6.50/20	B 6.50/20	Her JXA	6-3½x4¼	27.3	56-2400	Zen	M	A-L		A-L	P.B&B	W-G	Spi 2	Cla B375	SF	Cla F.05
Dodge Bros....UF-30	595	136	B 6.00/20	P 32x6	Own	4-3½x4¾	21.0	48-2800	Car	M	D-R		D.R	P.	Own	Own 2	Own	SF	Own
Dodge Bros.....F-30	695	136	B 6.00/20	P 32x6	Own	6-3¼x4⅛	25.3	66-3200	Car	M	D-R		D-R	P.	Own	Own 2	Own	SF	Own
Dodge Bros.....UF31	670	165	B6.00/20	P 32x6	Own	4-3½x4¼	21.0	48-2800	Car	M	D-R		D-R	P.	Own	Own 3	Own	SF	Own
Dodge Bros.....F31	770	165	B 6.00/20	P 32x6	Own	6-3¼x4⅛	25.3	66-3200	Car	M	D-R		D-R	P.	Own	Own 3	Own	SF	Own
Dodge Bros.....F-35	1425	140	P 30x5	DB6.00/20	Own	6-3⅜x3⅞	27.3	63-3200	Zen	M	D-R		D-R	P.	Own	Own 3	Own	SF	Own
Dodge Bros.....F-36	1485	165	B 6.00/20	DB6.00/20	Own	6-3½x3⅞	27.3	63-3200	Zen	M	D-R		D,R	P.	Own	Own 3	Own	SF	Own
Douglas.....BGC4	1900	109	P 30x5	DP30x5	Bud WTU	4-3¾x5½	22.5	36-1800	Zen	V	R.Bo		1	D.Ful	Ful MK U12	Bio 2	Wis 4627	2F	Shu 510
Douglas.....B4	2050	150	P 30x5	P 32x6	Bud WTU	4-3¾x5½	22.5	36-1800	Zen	E	L-N		L-N	D.Ful	Ful MK U12	Bio 2	Wis 4627	2F	Shu 510
Douglas.....B6	2150	150	P 30x5	P 32x6	Bud HS6	6-3½x4½	27.3	57-2500	Zen	E	L-N		L-N	D.Ful	Ful MK U12	Bio 2	Wis 4627	2F	Shu 510
Duplex.....GF	2800	143	P 32x6	P 34x7	Bud WTU	4-3¾x5½	22.5	37-1800	Zen	V	A-L		A-L	D.B-L	B-L	Cle	Tim 64600	W½	Shu 5410
Duplex.....GS	2950	143	P 32x6	P 34x7	Bud HS6	6-3½x4½	27.3	57-2500	Zen	V	A-L		A-L	D.B-L	B-L	Cle	Tim 64600	W½	Shu 5410
Fageol.....101	900	143	B 7.00/20	B 7.00/20	Wau XAK	4-3¾x4½	22.5	40-2150	Zen	M	D-R		P. Lon	W-G T9	Spi	Tim 53600H	BF	Tim 30010H	
Fageol.....106	1400	161	B 7.00/20	B 7.00/20	Wau TS	6-3¼x4¾	23.4	58-2500	Zen	M	D-R		D-R	P. Lon	W-G T9	Spi 3	Tim 52200H	B¼	Tim 11706H
Federal.....12	795	131	B 6.00/20	P 32x6	Con W10	4-3½x4¼	24.0	48-2500	Zen	M	D-R		D-R	P.B&B	W-GT9	Spi 2	Cla B374	SF	Cla 212
Federal.....E2	895	132	B 6.00/20	P 32x6	Con 17E	6-3½x4	27.3	60-2600	Zen	M	D-R		D-R	P.B&B	W-G T9	Spi 2	Cla B 374	SF	Cla 212
Fisher-Std. 10-AX, 1-2	....	136	P 30x5	P 32x6	Con 17E	6-3½x4	27.3	60-2800	Zen	M	A-L		A-L	B-L	B-L 214	Spi 3	Tim 53200H	FF	Tim 30000H
Fisher-Std.....15-A	....	144	P 30x5	P 32x6	Con 17E	6-3½x4	27.3	60-2800	Zen	M	A-L		A-L	B-L	B-L 214	Spi 3	Tim 52200H	FF	Tim 11703H
Fisher-Std.....16A	....	156	P 32x6	P 32x6	Con 16C	6-3½x4½	27.3	65-2700	Zen	M	A-L		A-L	B-L	B-L 314	Spi 3	Tim 54200H	FF	Tim 31000H
F.W.D.....H 4	3325	120	P 34x7	P34x7	Wis 8U	4-4x5	25.6	50-2000	Zen	V	A-L		A-L	D.Det	Cot A	Bio 4	Own	BF	Own
Ford.....AA	495	131	B6.00/20	P32x6	Own	4-3¼x4¼	24.0	40-2200	Zen	G	Own		Own	P.Lon	Own	Own 2	Own	S¼	Own
Ford.....AA	525	157	B6.00/20	P 32x6	Own	4-3¼x4¼	24.0	40-2200	Zen	G	Own		Own	P.Lon	Own	Own 2	Own	S¼	Own
Garford.....40	2900	168	P 34x5	DP34x5	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L		A-L	D.Ful	Ful MGU	Bio	Tim 63702	WF	Tim 35000 H
Garford.....S 11	1900	162	P 30x5	DP30x5	Bud HS 6	6-3½x4½	27.3	53-2200	Zen	V	A-L		A-L	P.B-L	B-L 20	Bio	Tim 54000	SF	Col 5530
(X)Gen.Mot.....T-15	680	130	B5.50/20	P 32x6	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	M.M.	Own	S½	Own
(X)Gen.Mot.....T-18	595	131	P 30x5	P 32x6	Own 200	6-3⅜x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	Own	Own	S½	Own
(X)Gen.Mot.....T-19	745	130	B 5.50/20	P 32x6	Own 200	6-3⅛x3⅞	26.3	60-3000	Mar	M	D-R		D-R	P.Own	Own	Spi	Own	SF	Own
(X)Gen.Mot.....T-25	1245	130	B 6.00/20	DB6.00/20	Buick	6-3⅛x4½	28.3	76-2500	Mar	M	D-R		D-R	D.Own	Own	Spi	Own	S½	Own
Gotfredson.....RB34	....	136	B6.50/20	B6.50/20	Bud H199	4-3¾x4½	22.5	55.5-2800	Zen	M	D-R		D-R	P.B&B	Cla B312	Spi	Cla B373	F	Cla F212
Gotfreson.....RB36	....	136	B6.50/20	B6.50/20	Bud J214	6-3½x4	27.3	61.5-3000	Zen	M	D-R		D-R	P.B&B	Cla B312	Spi	Cla B373	F	Cla F212
Gramm...BX4, 1½-2	895	131	B 6.00/20	DB6.00/20	Con W-10	4-3½x4¼	24.0	50-2800	Til	M	A-L		A-L	D.Jon	W-GT9	Bio	Tim 53200 H	BF	Tim
Gramm...BX-6, 1½-2	995	131	B 6.00/20	DB6.00/20	Con 25A	6-3½x4	27.3	74-3300	Til	M	A-L		A-L	D.Jon	W-G T9	Bio	Tim 53200 H	BF	Tim
Hahn & Seiden.....17	....	142	P 32x6	P 32x6	Con 18E	6-3½x4	27.3	66-3000	Zen	V	A-L		A-L	D.B-L	B-L 20	Bio	Tim 52000 H	BF	Tim 11703 H
Hahn & Seiden.....317	....	142	P 32x6	P 32x6	Con 16C	6-3½x4½	27.3	65-2760	Str	V	D-R		D-R	D.B-L	B-L 35	Bio	Tim	BF	Tim
Hahn.....317H	....	142	P 32x6	P 32x6	Con 16C	6-3½x4½	27.3	65-2760	Str	V	D-R		D-R	D.B-L	B-L 35	Bio	Tim K	BF	Tim
Indiana.....111	....	129	P 30x5	P 32x6	Her	4-4x5	25.6	46-2000	Str	G	A-L		A-L	P.B&B	B-L	Spi	Cla	S½	Shu
Indiana.....89	....	149	P 32x6	P 32x6	Con	6-3½x4⅝	27.3	65-2700	Str	V	A-L		A-L	P.B&B	B-L	Spi 3	Col	SF	Col
International.....A-2	615	136	B5.50/20	B6.00/20	Wau XAH	4-3½x4½	21	39-2400	Zen	V	D-R		D-R	P.M.M.	War T-9	M.M.4	Own 702	SF	Own 101
International.....B-2	665	136	B5.50/20	B6.00/20	Wau XAH	4-3½x4½	21	39-2400	Zen	V	D-R		D-R	P.M.M	M.M. "O"	MM.4	Own 701	SF	Own 101
International.....A-3	795	136	P 30x5	P 32x6	Lyc SAH	6-3¼x4½	25.3	54-2700	Zen	M	D-R		D-R	P.Roc	W-G T9	M.M.5	Own 710	SF	Own 105

U. S. GASOLINE

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Clutch: Type and Make	Gearset: Make and Model	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Front Axle: Make and Model
1½ Ton—Cont'd																		
International...A-3½	1250	136	B 6.00/20	DB6.00/20	Lyc SAH	6–3¼x4½	25.3	54–2700	Zen	M	D-R	D-R	P.Roc	WG T-7	M.M.5	Own 710	SF	Own 200
International...AL-3	1450	138	B 6.00/20	DB6.00/20	Lyc 4SLH	6–3¼x4½	25.3	54–2700	Zen	V	D-R	D-R	P.Own	W-G T7	M.M.5	Own 800	S½	Own 200
Kenworth 85 1½,2 Ton	1275	...	B7.00/20	B7.00/20	Con 18E	6–3⅝x4	27.3	61–3000	Zen	M	D-R	D-R	P.B-L	B-L 214	Spi	Cla B370	SF	Cla F208
Kleiber.....80	....	140	B 7.00/20	B 7.00/20	Con 18E	6–3⅝x4	27.3	61–3000	Str	V	D-R	D-R	D.B-L	B-L 214	Spi 4	Tim 53200H	BF	Tim 30000H
LaFrance-Republic C-1	....	144	B 6.00/20	P 32x6	Lyc 4SL	6–3¼x4½	25.3	61–2750	Zen	V	A-L	A-L	P.B&B	WO-BB	Spi 3	Tim 52200 H	SF	Tim 11710H
Lange.....R	2225	140	P 32x6	P 32x6	Her WXB	6–3¼x4½	33.7	67–2400	Zen	M	A-L	A-L	D.B-L	B-L 31	Spi 4	Tim 54000H	BF	Tim 12703H
Larrabee.....25	1945	152	B7.00/20	B.7.00/20	Con 16C	6–3½x4½	27.3	65–2700	Zen	G	D-R	D-R	D.B-L	B-L 214	Spi	Tim 52300H	BF	Tim 12703H
LeMoon.....HB10	1500	140	B 6.50/20	B 6.50/20	Con 16C	6–3½x4½	27.3	65–2800	Str	G	D-R	D-R	D.B-L	B-L 314	Spi 2	Tim 53200H	BF	Tim 30000H
Maccar.....36A	2050	155	B 7.00/20	DB7.00/20	Bud H-298	6–3¾x4½	33.7	83–2800	Str	M	D-R	D-R	D.B-L	B-L 314	Spi 3	Tim 54200H	BF	Tim 14703H
Mack.....BL	2500	138	B 6.00/20	DB6.00/20	Own BL	6–3¼x5	25.4	58–2600	Str	V	N-E	N-E	D.Own	Own BG	Spi 4	Tim 52000	SF	Own BL
Netco.....A	2800	146	B 6.00/20	B 6.00/20	Wau 6TL	6–3¾x4¾	27.3	68–2600	Zen	M	A-L	A-L	P.B-L	B-L 214	Pet 2	Tim 52000H	SF	Tim 11703H
Relay.....40CA	3040	168	P 34x5	DP34x5	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	FulMGU U14	Blo	Own 30	2R	Tim 35000 H
Relay.....S 11	1900	162	P 30x5	DP30x5	Bud HS 6	6–3⅝x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Own 20	2R	Col 5530
Reo.....1A, 1C	625	136	B 6.00/20	P 32x6	Own	4–3⅛x4½	23.3	51–2500	Zen	M	D-R	D-R	P.Lon	Cla	Cle	Cla B-373	SF	Own
Reo.....1B, 1D	725	136	B 6.00/20	P 32x6	Own	6–3½x4	27.3	61–3000	Zen	M	D-R	D-R	P.Lon	Cla	Cle	Cla B-373	SF	Own
Reo.....DFX Tonner	1095	135	B 6.00/20	DB6.00/20	Own	6–3½x5	27.3	85–3200	Sch	V	D-R	D-R	dp.Lon	Clark	Cle	Own	S½	Own
Reo.....DFX Tonner	895	135	B 6.00/20	P 32x6	Own	6–3½x5	27 3	85–3200	Sch	V	D-R	D-R	dp.Lon	Own	Cle	Own	S½	Own
Rugby.....6-15	865	135	B 5.50/20	P32x6	Con 22A	6–3¼x4	25.3	71–3300	Str	M	A-L	A-L	P.B&B	B-L	Spi	Sal	S½	Sal
Rugby.....616	920	154	B 5.50/20.	B 5.50/20	Con 22A	6–3¼x4	25.3	71–3300	Str	M	A-L	A-L	P.B&B	B-L	Spi	Sal	S½	Sal
Schacht...10H, 1½-2½	....	156	B 6.50/20	DB6.50/20	Con 16C	6–3½x4½	27.3	65–2600	Zen	G	D-R	D-R	P.B&B	Ful Wo	Spi	Tim 53200H	BF	Tim 30000H
Service.....40	2990	168	P 34x5	DP34x5	Bud DW 6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	FulMGU	Blo	Tim 63702	WF	Tim 35000 H
Service.....S11	1900	162	P 30x5	DP30x5	Bud HS6	6–3⅝x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Tim 54000	SF	Col 5530
Sterling.....FB30	795	142	B6.50/20	B6.50/20	Con 25A	6–3¾x4	28.0	72–3300	Zen	M	D-R	D-R	P.B&B	War	Spi	Tim	BF	Tim
Stewart.....40XA	995	145	B 6.50/20	DB6.50/20	Lyc 8A	6–3¼x4¾	25.3	61–2600	Str	V	D-R	D-R	P.B&B	War	Spi	Cla	SF	Cla
Studebaker.....S-20	695	130	B 6.00/20	P 32x6	Own	6–3¼x4½	25.4	70–3200	Str	M	D-R	D-R	Lon	War T-9	Spi	Clark B-373	SF	Clark 208B
White..602...1½-2T	2050	138	B 7.00/20	B 7.00/20	Own 2A	6–3½x4½	29.4	54–2100	Zen	V	D–R	D–R	P.Own	Own 5B	M.M.2	Own 4CB	S½	Own 4D
Wichita.....6-21	2600	160	P 32x6	DP32x6	Wau M8	6–3¾x4¾	27.3	70–2200	Str	V	D-R	D-R	D.Ful	Ful MLU	Spi 3	Own 30R	WF	She 3FA[10]
Willys Six.....C-131	595	131	B 5.50/20	P 32x6	Own C–131	6–3¼x3⅞	25.3	65–3400	Til	M	A-L	A-L	P.Own	War	Spi	Cla	SF	Own
Willys Six.....C157	630	157	B5.50/20	P 32x6	Own C-157	6–3¼x3½	25.3	65–3400	Til	M	A-L	A-L	P.Own	War	Spi	Cla	SF	Own
Witt-Will.....S15B	2100	147	P 30x5	DP30x5	Con 84	4–4¼x4½	28.9	50–2200	Zen	M	D-R	D-R	D.B-L	B-L 20	Spi	Tim 53200H	BF	Tim 30000H
Witt-Will.....C15B	2200	158	P 30x5	DP30x5	Con 16C	6–3⅝x4½	27.3	66–3200	Zen	M	D-R	D-R	D.B-L	B-L 20	Spi	Tim 53200H	BF	Tim 30000H
Woods.....32	1995	160	B 6.50/20	DB6.50/20	Her WXA-2	6–3½x4½	29.4	60–2400	Str	M	A-L	A-L	D.B-L	B-L	Blo 2	Tim	SF	Tim
World.....DB-60	1545	150	B 6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	25.3	61–2750	Zen	V	A-L	A-L	dp.Lon	WG T9	Spi 3	Tim53200H	SF	Tim30000H
1¾ Ton																		
Condor.....CB	1460	140	B 6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	25.3	61–2900	Zen	V	A-L	A-L	D.Own	Cov A4J	Blo	Tim 54200H	BF	Col 4003
Federal.....F7	1525	132	P 30x5	DP30x5	Con 16C	6–3⅝x4½	27.3	64–2500	Zen	M	D-R	D-R	P.B&B	Own	Pet	Tim 52005 H	SF	Tim 11704 H
Gramm.....B	....	140	B 6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	25.3	61–2900	Zen	V	A-L	A-L	D.Own	Cov A4J	Blo	Tim 54200H	BF	Tim 31000H
2 Ton																		
Acme.....4X	....	179	B7.50/20	DB7.50/20	Con 16R	6–4x4½	38.4	73–2400	Str	M	A-L	A-L	..B-L	B-L 314	Spi	Tim 56200H	BF	Tim 33000H
Atterbury.....G	....	160	P 32x6	DP32x6	Lyc 4SL	6–3¼x4½	25.3	62–2800	Zen	G	A-L	A-L	P.B&B	Cov F4B	Spi	Tim 54200H	B	Tim 31000H
Atterbury.....45	....	175	B 7.50/20	DB7.50/20	Lyc ASB	6–3⅝x4½	31.6	85–3000	Zen	M	A-L	A-L	P.B&B	Cov W4C	Spi 400	Tim 54200H	B	Tim 31000H
Autocar.....A	3200	150	P 34x7	P34x7	Own	6–4x4¾	38.4	82–2400	Str	V	D-R	D-R	dp.Lon	Own T	Spi	Own SA	SF	Tim 14703H
Autocar.....D	3500	150	P 34x7	DP34x7	Own	6–4x4¾	38.4	82–2400	Str	V	D-R	D-R	dp.Lon	Own T	Spi	Own SD	2F	Tim 14703H
Available.....T12	....	Op	B 6.50/20	B 6.50/20	Wau ZK	6–3½x4½	27.3	62–3000	Sch	M	D-R	D-R	P.Jon	W-GT9	Spi 3	Tim 53200 H	SF	Tim 30000 H
Available.....T-20	....	Op	P 7.00x20	DP7.00x20	Wau TL	6–3½x4¾	27.3	69–2600	Sch	M	D-R	D-R	D.B-L	B-L 224	Blo	Tim 54300H	SF	Tim 31000
Brockway.....92	....	149	P 32x6	DP32x6	Con	6–3½x4½	27.3	65–2700	Zen	M	A-L	A-L	P.B&B	.....	Spi	Tim	SF	Col
Brockway.....120	....	156	P 32x6	DP32x6	Con	6–4x4½	38.4	73–2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Tim	SF	Col
Chicago.....1-15-E	....	150	B 6.50/20	DB6.00/20	Wau ZK	6–3½x4½	27.3	62–3000	Zen	M	D-R	D-R	D.B-L	B-L 224	Spi	Tim 53200H	BF	Tim 30000H
Clinton.....45	2840	162	S 34x4°	DS34x4°	Bud KTU	4–4x5¼	25.6	43–2000	Zen	V	Spi	D-R	D.B-L	B-L 35	Blo	Tim 65000 H	W½	Tim 15302
Commerce.....40	3240	168	P 36x6	DP36x6	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	FulMGU	Blo	Tim 63702	WF	Tim 35000 H
Commerce.....S11	2030	162	P 32x6	DP32x6	Bud HS6	6–3⅝x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Tim 54000	SF	Col 5530
Concord.....GX-6	3000	163	P 32x6	DP32x6	Bud DW6	6–3¾x5	33.7	73–2100	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo 2	Wis 4610	RF	Tim 15300
Condor.....CCV4	1085	131	B 6.50/20	DB6.50/20	Con W11	4–4½x4¼	27.2	55–2600	Til	M	A-L	A-L	D.Jon	W-G T9	Blo	Tim 54200H	BF	Tim 31000H
Condor.....CCV6	1230	131	B 6.50/20	DB6.50/20	Con 16C	6–3½x4½	27.2	70–3000	Til	M	A-L	A-L	D.Jon	1W-G T9	Blo	Tim 54200H	BF	Tim 31000H
Condor.....CC	1760	160	B 7.00/20	DB7.00/20	Lyc ASB	6–3½x4½	31.5	82–2600	Zen	M	A-L	A-L	D.Own	Cov W4C	Blo 2	Tim 54200H	BF	Col 4003
(Z)Corbitt.....9B6	....	152	P 32x6	DP32x6	Con 16C	6–3½x4½	27.3	65–2700	Zen	M	D-R	D-R	P.B-L	B-L 224	Spi	Tim 54200H	BF	Tim 31000H
(Z)Corbitt.....10B6	....	169	B 6.50/20	DB6.50/20	Con 25A	6–3½x4	27.3	61–3000	Zen	M	D-R	D-R	P.B&B	Own	Spi	Own	SF	Own
Day-Elder.....110	1825	156	B 7.00/20	DB7.00/20	Con 16C	6–3½x4½	27.3	65–2700	Zen	M	D-R	D-R	P.B-L	W-GT9	Spi 3	Tim 54200H	BF	Tim 31000H
Diamond T.316	1195	155	B6.50/20	DB6.50/20	Her JXB	6–3½x4½	31.5	65–2400	Zen	M	A-L	A-L	P.B&B	W-G	Spi 3	Cla B613	SF	Cla F308
Diamond T.303F-2-2½	1695	160	B 7.00/20	DB7.00/20	Her WXB	6–3¾x4½	33.7	67–2400	Zen	M	A-L	A-L	P.B&B	Cov	Spi 3	Cla B613	SF	Cla F308
Dodge Bros.....F-40	1995	150	B 6.50/20	DB6.50/20	Own	6–3½x5	31.5	96–3000	Ste	M	D-R	D-R	P.	Own	Own3	Own	SF	Own
Dodge Bros.....F-41	2085	165	B 6.50/20	DB 6.50/20	Own	6–3½x5	31.5	96–3000	Ste	M	D-R	D-R	P.	Own	Own3	Own	SF	Own
Douglas.....CGC4	2500	116	P 32x6	P 34x7	Bud KBU-I	4–4x5¼	25.6	43–2000	Zen	V	R-Bo	I	D.Ful	FulMGU14	Blo 3	Wis 6617	2F	Shu 510
Douglas.....C4	3275	156	P 32x6	P 34x7	Bud KBU–I	4–4x5¼	25.6	43–2000	Zen	E	L-N	L-N	D.Ful	FulMGU14	Blo 3	Wis 6617	2F	Shu 510
Douglas.....C6	3425	168	P 32x6	P 34x7	Bud DW-6	6–3¾x5	33.7	73–2400	Zen	E	L-N	L-N	D.Ful	FulMGU14	Blo 3	Wis 6617	2F	Shu 510
Duplex.....S	3600	160	P 32x6	P 36x8	Bud DW6	6–3¾x5	33.7	61–2100	Str	V	A-L	A-L	D.B-L	B-L	Cle	Tim 65001	WF	Shu 5510
Fageol.....135	1900	161	P 30x5	DP30x5	Wau TL	6–3½x4¾	27.3	68–2500	Zen	M	D-R	D-R	P.Lon	W-G T9	Spi 3	Tim 54004 H	BF	Tim 12703 H
Federal.....A6	1855	151	P 32x6	DP32x6	Con 16C	6–3½x4½	27.3	65–2600	Zen	V	D-R	D-R	P.B&B	Own	P-S 4	Cla B610	SF	Cla F304
Fisher-Standard...20A	....	156	P 32x6	P 34x7	Con 16C	6–3½x4½	27.3	65–2700	Zen	M	A-L	A-L	B-L	B-L 214	Spi 4	Tim 54200H	FF	Tim 31000H
F.W.D.....BTL-6	3900	137	P 36x8	P 36x8	Wau M8	6–3¾x4¾	33.7	72–2500	Zen	M	R–Bo	N-E	D.B-L	B-L 55	Blo 4	Own HT	BF	Own H
F.W.D.....H6	3425	133	P 34x7	P 34x7	Wau M8	6–3¾x4¾	33.7	72–2500	Zen	V	Els	N-E	D.B-L	B-L 51	Blo 4	Own	BF	Own
Garford.....40	3240	168	P 36x6	DP36x6	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	FulMGU	Blo	Tim 63702	WF	Tim 35000 H
Garford.....S11	2030	162	P 32x6	DP32x6	Bud HS6	6–3⅝x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Tim 54000	SF	Col 5530
(X)Gen.Mot...T-18	....	131	P 30x5	DP 30x5	Own 200	6–3½x3⅞	26.3	60–3000	Mar	M	D-R	D-R	P.Own	Own	Spi	Own	S½	Own
(X)Gen. Mot.....T9	840	130	B 6.00/20	DB 6.00/20	Own 200	6–3½x3⅞	26.3	60–3000	Mar	M	D-R	D-R	P.Own	Own	Spi	Own	S½	Own
(X)Gen. Mot.....T25	1285	130	B 7.00/20	DB7.00/20	Buick	6–3½x4½	28.3	76–2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
(X)Gen. Mot...T-26	1360	130	B 6.50/20	B 8.25/20	Own 257	6–3½x4½	28.3	76–2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot.....T30	1545	141	P 30x5	DP30x5	Buick	6–3½x4½	28.3	76–2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
Gotfreson.....RB46	....	....	B7.50/20	DB7.50/20	Bud H298	6–3¾x4½	33.7	86–3000	Zen	M	D-R	D-R	P.B-L	B-L 214	Spi	Tim 54200H	F	Tim 31000H
Gramm.....CX4, 2-	1095	131	B 6.50/20	DB 6.50/20	Con W-20	4–4½x4¼	27.2	55–2600	Til	M	A-L	A-L	D.Jon	W-G T9	Blo	Tim 54200H	BF	Tim 31000H
Gramm.....CX6, 2-	1295	131	B 6.50/20	DB6.50/20	Con 16C	6–3½x4½	27.3	70–3000	Til	M	A-L	A-L	D.Jon	W-G T9	Blo	Tim 54200H	BF	Tim 31000H
Gramm.....C, 2-	....	160	B 7.00/20	DB7.00/20	Lyc ASB	6–3½x4½	31.5	85–3000	Zen	M	A-L	A-L	D.Jon	Cov W4C	Blo 2	Tim 54200H	BF	Tim 31000H
G-P 45-6, 2-3 Ton....	2320	157	B7.50/20	DB7.50/20	Lyc	6–3½x4½	27.3	70–2800	Str	M	A-L	A-L	D.Ful	Ful MLU	M.M.5	Tim 54200H	SF	Tim 30000H
G-P 45-8, 2-3 Ton....	2320	142	B7.50/20	DB7.50/20	GU	8–3x4¾	28.8	90–3300	Str	M	A-L	A-L	D.Ful	Ful MLU	M.M.5	Tim 54200H	SF	Tim 30000H
Hahn & Selden 37	....	151	P 32x6	DP32x6	Con 16C	6–3½x4½	27.3	65–2760	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo 2	Tim 54200 H	BF	Tim 12703 H
Hug.....22	....	160	P 30x5	DP30x5	Bud HS6	6–3¾x4½	27.3	57–2200	Zen	V	A-L	D-R	D.Ful	Ful MLU	Blo 3	Cla B510	S½	Cla 304 F304
Hug.....23	....	166	B7.00/20	DB7.00/20	Bud H298	6–3¾x4½	33.7	86–3000	Zen	M	A-L	D-R	P.B&B	Ful MLU	Blo 3	Cla B611	SF	Cla F318
Hug.....60	....	118	P 32x6	DP32x6	Bud WTU	4–3¾x5½	22.5	37–1850	Zen	V	Els	D-R	D.B-L	B-L 51-4	Blo 2	Wis 6600B	2F	Shu 550
Indiana.....120	....	156	P 32x6	DP32x6	Con	6–4x4½	38.4	73–2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Tim	SF	Col
Indiana.....111XW	....	120	P 32x6	DP32x6	Her	4–4x5	55.6	26–2000	Str	G	Els	Non	P.B&B	B-L	Spi	Wis	2F	Shu
International.....A-4	1750	145	P 32x6	DP32x5	Own FBB	6–3½x4½	31.5	67–2600	Zen	V	D-R	D-R	P.Own	Own A-5	MM6	Own 901	S½	Own 251
Kenworth 101B.2,2½T	2050	...	B 7.50/20	DB7.50/20	Bud H298	6–3¾x4½	33.7	80½–2800	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi	Tim 54300H	SF	Cla F 308
Kleiber.....100	....	158	B 7.00/20	DB7.00/20	Bud H260	6–3½x4½	29.4	75–3000	Str	M	D-R	D-R	D.B-L	B-L 314	Spi 4	Tim 54200H	BF	Tim 31000H
LaFra.-Republic ..D-1	....	144	P 30x5	DP30x5	Lyc 4SL	6–3¼x4½	25.3	61–2750	Zen	V	A-L	A-L	P.B&B	Ful KU	Spi-3	Tim 54200H	SF	Tim 12703H
Lange.....L	3450	144	P 32x6	DP32x6	Her WXC	6–4x4½	38.4	74–2400	Str	M	A-L	A-L	D.B-L	B-L 35	Spi 5	Wis 6617	2F	Shu 5572
Larrabee.....35	2575	152	B 7.00/20	DB7.00/20	Con 16C	6–3½x4½	27.3	65–2700	Zen	G	D-R	D-R	D.B-L	B-L 314	Spi	Tim 54200H	B-F	Tim 12703H
LeMoon.....HB18	2000	163	B7.00/20	DB7.00/20	Con 16C	6–3½x4½	27.3	65–2800	Str	G	D-R	D-R	D.B-L	B-L 214	Slp 3	Tim 54200H	BF	Tim 31000H
Maccar.....40A	2400	155	P 32x6	DP32x6	Bud H298	6–3¾x4½	33.7	83–2800	Str	M	D-R	D-R	D.B-L	B-L 314	Spi 3	Tim 56200H	BF	Tim 14703H
Mack.....BG	3000	138	P 32x6	DP32x6	Own BG	6–3½x5	31.5	75–2600	Str	V	N-E	N-E	D.Own	Own BG	Spi 4	Own BG	SF	Own BG
Moreland.....RR-7	2025	148	P 32x6	P 32x6	Con 16C	6–3½x4½	27.3	70–1300	Zen	M	A-L	A-L	P.B-L	B-L 314	Pet	Tim 54004 H	SF	Tim 12703 H
Netco.....B	3000	155	B 7.00/20	B 7.00/20	Wau 6TL	6–3½x4¾	27.3	68–2600	Zen	M	A-L	A-L	P.B-L	B-L 314	Pet 2	Tim 54000H	BF	Tim 12703H
Noble.....146	2885	175	P 32x6	DP32x6	Bud HS6	6–3½x4½	27.3	57–2500	Str	V	A-L	A-L	D.Ful	Ful	Blo	Tim 54200H	BF	Tim 14703H
Omort.....200	....	124	P 32x6	DP32x6	Her OX	4–4x5	25.6	46–2000	Zen	V	A-L	A-L	D Ful	FulMGU14	Blo 2	Wis 4610	2F	Shu 310
Pierce-Arrow.....PT	....	160	B 7.50/20	DB7.50/20	Own	6–3¾x4½	33.7	70–2600	Zen	M	D-R	D-R	P.Lon	Cla	Cle	Tim	WF	Tim
Relay.....40CB	3290	168	P 36x6	DP36x6	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	FuMG U14	Blo	Own 30	2R	Tim 35000 H
Relay.....S11	2030	162	P 32x6	DP32x6	Bud HS6	6–3¾x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Own 20	2R	Col 5530
Relay 50	3860	161	P 36x6	DP36x6	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.B-L	B-L 51-5	Blo	Own 60	2R	Tim 14704 H
Reo.....FAX	1295	137	B 6.50/20	DB6.50/20	Own	6–3½x5	27.3	70–2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Reo.....FEX	1395	152	B 6.50/20	DB6.50/20	Own	6–3½x5	27.3	70–2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Reo.....FFX	1395	156	B 6.50/20	DB6.50/20	Own	6–3½x5	27.3	70–2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Schacht.....10HA,2-3	....	156	B 7.00/20	B 7.00/20	Con 16C	6–3½x4½	27.3	65–2600	Zen	G	D-R	D-R	P.B&B	Ful Wo	Spi	Tim 53200H	BF	Tim 30000H
Schacht.....20H,2-3	....	160	B 7.50/20	DB7.50/20	Her WXB	6–3¾x4½	33.7	66–2200	Zen	G	A-L	A-L	D.B&B	Ful ML U	Spi	Tim 54200 H	BF	Tim 12703 H
Service.....40	3240	168	P 36x6	DP36x6	Bud DW6	6–3¾x5	33.7	64–2100	Zen	V	A-L	A-L	D.Ful	Ful MGU	Blo	Tim 63702	WF	Tim 35000 H
Service.....S11	2030	162	P 32x6	DP32x6	Bud HS6	6–3⅝x4½	27.3	53–2200	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Tim 54000	SF	Col 5530
Sterling.....FB45	1485	159	B6.50/20	DB6.50/20	Con 16C	6–3½x4½	28.0	66–3000	Zen	M	D-R	D-R	P.B&B	War T9	Spi	Cla	BF	Cla

TRUCK CHASSIS—Continued

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size Front	Tire Size Rear	Engine Make and Model	Engine Number of Cylinders Bore and Stroke	Engine N.A.C.C. Rated H.P.	Engine Max. Brake H.P. at Specified R.P.M.	Fuel System Carburetor Make	Fuel System Fuel Feed	Electrical System Ignition System Make	Electrical System Generator, Starter Make	Clutch Type and Make	Gear Set Make and Model	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Front Axle Make and Model
2 Ton—Cont'd																		
Sterling.FB55-2, 2½ T	1850	159	B7.00/20	DB7.00/20	Con 16C	6-3½x4½	28.0	66-3000	Zen	M	D-R	D-R	D.B-L	B-L 214	Spi	Tim	BF	Tim
Stewart	1195	145	B 6.50/20	DB6.50/20	Lyc 8B	6-3½x4½	27.3	65-2800	Str	M	D-R	D-R	P.B&B	War	Spi	Cla	SF	Sal
Stewart.....20XS	1695	145	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	33.8	85-2750	Str	G	D-R	D-R	D.Ful	Ful	Spi 3	Cla	SF	Cla
Studebaker.....S-50	920	148	B 6.50 20	DB6.50/20	Own	6-3¼x4½	25.4	70-3200	Str	M	D-R	D-R	Lon	War-T9	Cle	Tim54200-A1	SF	Tim
White	2450	148	B7.00/20	B7.00/20	Own 4A	6-3½x4½	33.7	61-2100	Zen	V	D-R	D-R	P.Own	Own 5B		Own 7C	8½	Own 7D
White.....161 1 to 2T		138	P 30x5	P 30x5	Own GRCB	4-4x5¾	25.6	45-1800	Zen	V	D-R	D-R	P.Own	Own 8B	M.M.2	Own 4C	8½	Own 4D
White..162 1 to 2T		138	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	25.6	45-1800	Zen	V	D-R	D-R	P.Own	Own 8B	M.M.2	Own 4CB	8½	Own 4D
Witt-Will.....C2B	2450	158	B6.50/20	DB6.50/20	Con 16C	6-3¾x4¾	27.3	66-3200	Zen	M	D-R	D-R	D.B-L	B-L 35-4	Spi	Tim 56200H	BF	Tim 33000H
Witt-Will.....C2W	2550	158	B 6.50/20	DB6.50/20	Con 16C	6-3¾x4¾	27.3	66-3200	Zen	M	D-R	D-R	D.B-L	B-L 35-4	Spi	Tim 64800H	WF	Tim 33000H
Witt-Will.....R2B		158	B 6.50/20	DB6.50/20	Con 16R	6-4x4½	38.4	72-2400	Zen	M	D-R	D-R	D.B-L	B-L 35-4	Spi	Tim 56200H	BF	Tim 33000H
Witt-Will.....R2		158	B 6.50 20	DB32x6	Con 16R	6-4x4½	38.4	72-2400	Zen	M	D-R	D-R	D.B-L	B-L 35-4	Spi	Tim 64800H	WF	Tim 33000H
Woods	2550	170	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	33.7	68-2400	Str	M	A-L	A-L	D.B-L	B-L 314	Blo 3	Tim	SF	Tim 31000H
World.....DC-60	1845	150	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	25.3	61-2750	Zen	V	A-L	A-L	P.Lon	WG-T9	Blo 3	Tim 54200H	SF	Shu 5427
World.....DA-88	2300	151	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	28.8	96-3400	Zen	M	A-L	A-L	dp.Lon	Ful MLU	Blo 3	Tim 54200H	SF	Shu 5427
2½ Ton																		
Atterbury.....50		189	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	33.7	85-2800	Zen	M	A-L	A-L	P.B&B	Cov W4C	Spi	Tim 56200H	B	Tim 33010H
Autocar.....D	3500	150	P 34x7	DP34x7	Own	6-4x4¾	38.4	82-2400	Str	V	D-R	D-R	dp.Lon	Own T	Spi	Own 8D	2F	Tim 14703H
Available.....T-23		Op	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	33.8	73-2300	Sch	M	D-R	D-R	D.B-L	B-L 314	Blo	Tim 56200H	SF	Tim 33000
Available.....T-27		Op	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	33.8	73-2300	Sch	M	D-R	D-R	D.B-L	B-L 314	Blo	Tim 64800H	WF	Tim 35000
Brockway.....140		156	P 32x6	DP32x6	Con	6-4x4½	38.4	73-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Col
Chicago.....1-25-E		160	B 7.00/20	DB7.00/20	Wau TK	6-3½x4¾	31.5	79-2700	Zen	M	D-R	D-R	D.B-L	B-L 224	Spi	Tim 54200H	BF	Tim 31000H
Coleman.....C30		120	B 9.00/20	Bud DW6	6-3¼x5	27.3	73-2400	Zen	V	D-R	D-R	D.Ful	Ful G U14	Spi	Wis	2F	Wis	
Commerce.....60	4580	175	P 36x6	DP36x6	Bud BA-6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Ful	Ful	Blo	Tim 65706Dh	WF	Tim 15733 H
Commerce.....40	3240	168	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	64.2100	Zen	V	A-L	A-L	D.Ful	Ful MGU	Blo	Tim 63702	WF	Tim 35000 H
Condor.....CD	1950	160	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	33.7	85-2800	Zen	M	A-L	A-L	D.Jon	Cov W-4	Blo	Wis 56200H	BF	Col 5500
Day Elder.....130	2225	157	B 7.50/20	DB7.50/20	Con 16R	6-4x4¼	38.4	73-2400	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim 56200H	BF	Tim 33000H
Diamond T.....303F	1695	160	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	33.7	97-2400	Zen	M	A-L	A-L	P.B&B	Cov	Spi 3	Cla B613	SF	Cla F308
Diam.T..303FB, 2-2½	2375	199	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	38.4	74-2400	Zen	M	L-N	L-N	P.B&B	Cov	Spi	Cla B613	SF	ClaF308
Diamond T..551B-2½-3	2250	168	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	38.4	74-2400	Zen	M	A-L	A-L	D.Cov	Cov	Spi 3	Tim 58200H	SF	Shu 5582B
Douglas.....CD4	3855	190	P 34x7	P 36x8	Bud EBU-I	4-4½x5½	28.9	49-1900	Zen	E	L-N	L-N	D.Ful	FulMGU14	Blo3-4	Wis 8817	2F	Shu 5550
Douglas.....CD6	3955	190	P 34x7	P 36x8	Bud DW6	6-3¾x5	33.7	73-2400	Zen	E	L-N	L-N	D.Ful	FulMGU14	Blo3-4	Wis 8817	2F	Shu 5550
Fageol	2750	178	P 34x7	DP34x7	Wau MK	6-4½x4¾	40.8	82-2200	Zen	V	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim 56200 H	BF	Tim 33020 H
Federal.....A6T	2185	151	P 32x6	DP32x6	Con 16C	6-3¾x4¾	27.3	65-2600	Zen	V	D-R	D-R	P.B&B	Own	P-S 4	Tim 58000 H	SF	Cla F304
Federal.....A6TW	2360	151	P 32x6	DP32x6	Con 16C	6-3¾x4¾	27.3	65-2600	Zen	V	D-R	D-R	P.B&B	Own	P-S4	Tim 65001H	WF	Cla F304
Federal.....T3W	2130	148	P 32x6	P 36x8	Wau V	4-4x5	25.6	50-2000	Zen	V	D-R	D-R	P.B&B	Own	P-S4	Tim 64603 H	W½	Own
Federal.....T8WF	2285	148	P 32x6	DP32x6	Con 16C	6-3¾x4¾	27.3	64-2500	Zen	V	D-R	D-R	P.B&B	Own	P-S4	Tim65600 HP	WF	Own
Fisher-Standard..25A		156	P 32x6	DP32x6	Con 16C	6-3¾x4¾	27.3	65-2700	Zen	M	A-L	A-L	B-L	B-L 314	Spi 4	Tim 54200H	FF	Tim 31000H
F.W.D.....HH6	4000	138	P 36x8	P 36x8	Wau MK	6-4½x4¾	40.8	85-2400	Zen	M	R-Bo	N-E	D.B-L	B-L 55	Blo 4	Own	BF	Own
Garford.....40	3240	168	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L	A-L	D.Ful	Ful MGU	Blo	Tim 63702	WF	Tim 35000 H
Garford.....60	4580	175	P 36x6	DP36x6	Bud BA-6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Ful	Ful	Blo	Tim 65706Dh	WF	Tim 15733 H
(X)Gen.Mot.....T-19	870	130	P 30x5	DP 30x5	Own 20G	6-3½x3½	26.3	60-3000	Mar	M	D-R	D-R	P.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot.....T-20	1415	130	B 6.50/20	DB6.50/20	Own 257	6-3¼x4½	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen.Mot.....T30	1605	141	P 32x6	DP32x6	Buick	6-3¼x4½	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
(X) Gen Mot..T-31	1785	141	B7.00/20	B9.00/20	Own 257	6-3¼x4½	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen Mot.....T42	1845	141	P 32x6	DP32x6	Buick	6-3¼x4¾	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
Gotfredson.....RB56			B8.25/20	DB8.25/20	Bud K358	6-4x4¾	38.4	95-2800	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi	Tim 56200H	F	Tim 33000H
Gramm.....D		160	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	33.7	85-2800	Til	M	A-L	A-L	D.Jon	Cov W-4	Blo	Tim 56200H	BF	Tim 33000H
Hahn & Selden.....39		164	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	73-2400	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 56200H	BF	Tim 14703H
Hendrickson.....17S	3350	Op	B 8.25/20	BD8.25/20	Wau MK	6-4½x4¾	40.8	87-2500	Zen	V	A-L	A-L	D.Ful	Ful MGOG	Spi	Cla B800	BF	Cla
Hug.....61, 2½-3 Ton			B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	33.7	80-2800	Zen	M	A-L	A-L	D.B-L	B-L 51-4	Blo 3	Wis 6600	2F	Shu 5550
Hug.....85-2½-3T		114	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	43-2000	Zen	V	Eis	D-R	D.B-L	B-L 51-5	Blo 3	Wis 1237Q	2F	Shu 5550
Hug.....85D-2½-3T		114	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	25.6	43-2000	Zen	V	Eis	D-R	D.B-L	B-L 51-5	Blo 3	Wis 1237Q	2F	Shu 5550
Indiana.....140		156	P 32x6	DP32x6	Con	6-4x4½	38.4	73-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Col
Indiana.....115A		132	P 32x6	DP34x7	Her	4-4½x5	28.9	56-2000	tr	G	Eis	A-L	P.B&B	B-L	Spi 2	Cla	S½	Shu
Indiana.....615A		136	P 32x6	DP34x7	Wis	6-3¾x5	27.3	65-2500	Str	G	Eis	A-L	P.B&B	B-L 55	Spi 2	Cla	S½	Shu
International.....W-1	3850	148	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	28.9	59-1800	Zen	V	R-Bo	D-R	P.Own	Own	Own	Own 1200	2F	Own 400
Kenworth.127.2½, 3T	2550		B 8.25/20	DB8.25/20	Her WXC	6-4x4½	38.4	75-2400	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi	Tim 56200H	SF	Tim 33000H
Kleiber.....120		170	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	33.8	86-3000	Str	M	D R	D-R	D.B-L	B-L 314	Spi 4	Tim 56200H	SF	Tim 31000H
LaFra.-Republic...E1		162	P 32x6	DP 32x6	Bud H-260	6-3½x4½	29.4	69-2600	Zen	V	A-L	A-L	P.B&B	FulMtu-Bb	Spi 3	Tim 56200	SF	Tim 31000 H
Lange.....O	3950	146	P 34x7	DP34x7	Her YXB	6-4x4¾	38.4	80-2200	Str	V	A-L	A-L	D.B-L	B-L 51	Spi 5	Wis 8817	2F	Shu 5572
Larrabee.....45	3115	154	B 7.50/20	DB7.50/20	Con 16R	6-4x4¾	38.4	70-2400	Zen	G	D-R	D-R	D-B-L	B-L 35	Spi	Tim 56200H	WF	Tim 14703
LeMoon.....HB22	2400	163	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	33.7	72-2500	Str	G	A-L	A-L	D.B-L	B-L 314	Spi 3	Tim 56200H	WF	Tim 33000H
Mack.....BF	3950	156	B 8.25/20	DB8.25/20	Own BG	6-3¾x5	31.5	75-2600	Str	V	N-E	N-E	P.Own	Own AB	Spi 4	Own BB	H	Own BG
Netco.....C	3500	148	B 8.25/20	B 8.25/20	Wau MK	6-4½x4¾	45.9	100-2400	Zen	M	A-L	A-L	P.B-L	B-L 314	Pet 2	Tim 58000H	BF	Tim 14703H
Omort.....250		124	P 32x6	DP32x6	Her OX	4-4x5	25.6	46-2000	Zen	V	A-L	A-L	D.Ful	FulMGU14	Blo 3	Wis 6617	2F	Shu 5510
Omort.....25		130	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	66-2400	Zen	M	A-L	A-L	D.Ful	Ful MGU	Blo 3	Wis 6787-L	2F	Shu 5429
Oshkosh.....L	4000	146	B 9.75/20	B9.75/20	Her WXC	6-4x4½	38.4	70-2000	Str	M	RBo	L-N	D.B-L	B-L 55-4	Blo 3	Own	2F	Own
Relay.....40CC	3325	168	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L	A-L	D.Ful	FuMG U14	Blo	Own 30	2R	Tim 35000 H
Relay.....50	4000	161	P 36x6	DP38x7	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L	A-L	D.B-L	B-L 51-5	Blo	Own 60	2R	Tim 14704 H
Relay.....60DA	4555	175	P 36x6	DP36x6	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	Ful	Ful VU	Blo	Own 60	2R	Tim 15733 H
Reo.....FCX	1645	152	P 32x6	DP32x6	Own	6-3¾x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Reo.....FDX	1745	168	P 32x6	DP32x6	Own	6-3¾x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Reo.....FHX	1595	142	P 32x6	DP32x6	Own	6-3¾x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	S½	Own
Schacht...20HA.2½-4		160	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	33.7	66-2200	Zen	G	A-L	A-L	D.B&B	Ful ML U	Spi	Tim 54200 H	BF	Tim 12703 H
Service.....40	3240	168	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L	A-L	D.Ful	Ful MGU	Blo	Tim 63702	WF	Tim 35000 H
Service.....60	4580	175	P 36x5	DP36x6	Bud BA-6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Ful	Ful	Blo	Ti' 65706D H	WF	Tim 15733 H
Sterling.....FB65	2450	174	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	33.7	72-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	BF	Tim
Stewart.....18X	2690	165	B7.50/20	DB7.50/20	Lyc TS	6-3¾x5	36.2	90-2750	Str	V	D-R	D-R	D.Ful	Ful	Spi 3	Tim	WF	Tim
Stewart.....32X	1990	165	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	33.8	85-2750	Str	P	D-R	D-R	D.Ful	Ful	Spi 3	Cla	SF	Cla
Stewart.....58-8	2390	170	B 7.50/20	DB7.50/20	Lyc HF	8-3½x4½	36.5	100-2800	Str	M	D-R	D-R	D.Ful	Ful	Spi	Cla]	SF	Tim
Studebaker.....88	3295	184	B7.50/20	DB7.50/20	Own	8-3½x4½	39.2	115-3200	Str	M	D-R	D-R	D.Lon	Ful	Spi	Eat	8¼	Eat
Walter.....FN	4500	120	B 9.00/20	DB9.00/20	Own	6-4½x4¾	40.0	85-2200	Zen	P	D-R	D-R	Own	Own	Own	Own	2R	Own
Ward-La France25R13		Op	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	38.4	77-2000	Str	M	D-R	D-R	P.B-L	B-L	Spi 3	Tim	SF	Tim
Ward-La France25B13		Op	B 7.50/20	DB7.50/20	Own	8-3½x4½	36.4	100-2400	Str	M	D-R	D-R	P.B-L	B-L	Spi 3	Tim	SF	Tim
White.....51A	3750	170	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	28.9	54-1600	Zen	V	Eis	....	P.Own	OwnGRBA	Spi 3	Own 51A	S½	Own 51A
White.....211, 1½-2½		148	P 30x5	DP30x5	Own GRCB	4-4x5¾	25.6	45-1800	Zen	V	D-R	D-R	P.Own	Own 8B	Spi 3	Own 7C	S½	Own 7D
White.212, 1½-2½T		148	P 30x5	DP30x5	Own GRCB	4-4x5¾	25.6	45-1800	Zen	V	D-R	D-R	P.Own	Own 8B	Spi 3	Own 7CB	S½	Own 7D
White.....612	2800	148	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	33.7	61-2100	Zen	M	D-R	D-R	P.Own	Own 5B	.....	Own 7CB	S½	Own 7D
White.....620	4350	157	B8.25/20	DB8.25/20	Own 3A	6-4x5½	38.4	72-1800	Zen	M	D-R	D-R	P.Own	Own 4B	Spi 4	Own 14C	SF	Own 110
Wichita.....6-60	3750	170	P 34x7	DP34x7	Wau ML	6-4x4¾	38.4	77-2200	Str	V	D-R	D-R	D.Ful	FlJVUOG5	Spi 3	Own 30R	WF	Shu 5550
Witt-Will.....R2B	2900	158	B 7.50/20	DB7.50/20	Con 16R	6-4x4¾	38.4	72-2400	Zen	M	D-R	D-R	D.B-L	B-L 35	Spi	Tim 56200H	BF	Tim 33000H
Witt-Will.....R2	3000	158	B 7.50/20	DB7.50/20	Con 16R	6-4x4¾	38.4	72-2400	Zen	M	D-R	D-R	D.B-L	B-L 35	Spi	Tim 64800H	WF	Tim 33000H
World.....DB-88	2595	164	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	28.8	96-3400	Zen	M	A-L	A-L	dp.Lon	Ful MLU	Blo 3	Tim 56200H	SF	Shu 5432
3 Ton																		
Acme.....6X		186	B8.25/20	DB8.25/20	Con 18R	6-4x4½	38.4	82-2400	Str	M	A-L	A-L	..B-L	B-L 51-5	Spi	Tim 58200H	BF	Tim 35000H
Armieder.....31		Op	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	66-2200	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 56000 H	2F	Tim 14703 H
Atterbury.....R	3700	173	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	82-2400	Zen	V	D-R	A-L	D.B-L	B-L	Spi	Tim 64800H	WF	Tim 14703H
Atterbury.....60		190	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	33.7	85-2500	Zen	M	A-L	A-L	D.B-L	Cov W4C	Spi	Tim 58200H	B	Tim 33010H
Atterbury.....65		209	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	38.4	81-2500	Zen	V	A-L	A-L	D.B-L	B-L 551	Spi	Tim 65200H	W	Tim 35000H
Autocar.....H	4100	114	P 34x7	DP34x7	Own	4-4½x5½	32.4	45-1450	Str	G	A-Bo	L-N	dp.Lon	Own T	Spi	Own H	2F	Own J
Autocar.....N	4600	174	P 36x8	DP36x8	Own	6-4½x4¾	43.4	92-2400	Str	V	D-R	L-N	dp.Lon	Own T	Spi	Own TE	2F	Tim 35000D
Available.....T-30		Op	P 8.25/20	DP8.25/20	Wau ML	6-4x4¾	38.4	80-2500	Sch	M	D-R	D-R	D.B-L	B-L 51	Blo	Tim 58200H	SF	Tim 35000
Available.....T-37		Op	P 9.00/20	DP9.00/20	Wau MK	6-4½x4¾	40.8	85-2500	Sch	M	D-R	D-R	D B-L	B-L 554	Blo	Tim 65200H	WF	Tim 35000
Brockway.2½-3T.141		170	P 32x6	DP32x6	Con	6-4x4½	38.4	73-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Brockway.....170		170	P 32x6	DP32x6	Con	6-4½x4¾	40.8	89-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Brockway.....175		170	P 34x7	DP34x7	Con	6-4½x4¾	45.9	100-2400	Zen	M	A-L	A-L	.....	.....	Spi 3	Wis	2F	Shu
Chicago.....1-30-E		160	B 7.50/20	DB7.50/20	Wau MK	6-4½x4¾	40.8	85-2500	Zen	M	D-R	D-R	D.B-L	B-L 4-314	Spi	Tim 56200H	BF	Tim 31000H
Clinton.....65		184	S 34x5°	DS34x5°	Bud ETU	6-4¼x5½	28.9	49-1900	Zen	V	Spi	D-R	D.B-L	B-L 55	Blo 4	Ti' 65706 HP	WF	Tim 15302
Coleman.....D40		130	B 9.75/24	B 9.75/24	Bud DW 6	6-3¾x5	33.7	73-2400	Str	V	D-R	D-R	D.Ful	Ful R U 16	Spi 5	Wis	2F	Wis
Commerce.....60	4680	175	P 36x6	DP38x7	Bud BA-6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	Ful	Ful VU	Blo	Tim65706DH	WF	Tim 15733H
Concord.....JX-6	4200	154	P 34x7	DP34x7	Bud DW 6	6-3¾x5	33.7	73-2100	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 65706D	WF	Tim 15300 H
Condor.....CE	2530	160	B 8.25/20	DB8.25/20	Lyc TS	6-3¾x5	36.2	98-2700	Zen	M	A-L	A-L	D.Jon	Cov Rus-4	Blo	Tim 58200	BF	Col 5500
Condor.....CEB		190	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	40.8	90-2200	Zen	M	A-L	A-L	D.Jon	Cov Rus-4	Blo 3	Tim 58200H	BF	Eat 423
(Z)Corbitt.....12W6		165	B 7.50/20	DB7.50/20	Con E-600	6-3⅞x4½	32.6	72-2500	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim 64800H	WF	Tim 33000H
(Z)Corbitt.....12B6		163	B 7.50/20	DB7.50/20	Con E-600	6-3⅞x4½	32.6	72-2500	Zen	M	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim 56200H	BF	Tim 33000H

U. S. GASOLINE

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size Front	Tire Size Rear	Engine Make and Model	Engine Number of Cylinders Bore and Stroke	Engine N.A.C.C. Rated H.P.	Engine Max. Brake H.P. at Specified R.P.M.	Fuel System Carburetor Make	Fuel System Fuel Feed	Electrical System Ignition System Make	Electrical System Generator, Starter Make	Clutch Type and Make	Gear Set Make and Model	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Front Axle Make and Model
3 Ton—Cont'd																		
Day-Elder	2795	156	B 7.50/20	DB9.00/20	Con 18-R	6-4x4½	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 51	Spi 3	Tim 65200H	WF	Tim 33000H
Diamond T	2250	168	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	38.4	74-2400	Zen	M	A-L	A-L	D.Cov	Cov	Spi 3	Tim 58200H	SF	Shu 5582B
Diamond T	2650	166	B8.25/20	DB8.25/20	Her WXC	6-4x4½	38.4	74-2400	Zen	M	A-L	A-L	D.Cov	Cov	Spi 4	Wis69317B-L	2F	Shu 5582B
Diamond T	2950	174	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	43.3	85-2200	Zen	M	L-N	L-N	D.Cov	Cov	Spi 4	Wis69317B-L	2F	Shu 5582B
Diamond T 603-3,4Ton	3300	169	B 9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	45.9	94-2200	Zen	M	A-L	A-L	D.Cov	Cov	SpP 4	Wis 1237H	2F	Shu 5582B
Diam'd T 606B-3,4Ton	3600	177	B 9.00/20	DB9.00/20	Her RXB	6-4½x5½	48.6	110-2200	Zen	M	L-N	L-N	D.Cov	Cov	Spi 4	Wis 1237H	2F	Shu 5582B
Dodge Bros.	1515	135	P 32x6	DP32x6	Own	6-3½x4½	27.3	78-3000	Zen	V	N-E	N-E	P.	Own	Own 3	Own	S½	Own
Dodge Bros.	1565	165	P 32x6	DP32x6	Own	6-3½x4½	27.3	78-3000	Zen	V	N-E	N-E	P.	Own	Own 3	Own	S½	Own
Dodge Bros.	1615	185	P 32x6	DP32x6	Own	6-3½x4½	27.3	78-3000	Zen	V	N-E	N-E	P.	Own	Own 3	Own	S½	Own
Dodge Bros. F-60	2645	146	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Ste	M	D-R	D.R	P.	Own	Own 3	Own	SF	Own
Dodge Bros. F-61	2575	170	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Ste	M	D-R	D-R	P.	Own	Own 3	Own	SF	Own
Dodge Bros. F-62	2695	195	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Ste	M	D-R	D-R	P.	Own	Own 3	Own	SF	Own
Douglas D4	4010	186	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	32.4	50-1400	Zen	E	L-N	L-N	D.Ful	Ful RU 16	Blo 4	Wis 892A	2F	Shu 5550
Douglas D6	4430	186	P 36x6	DP38x7	Bud BUS	6-4x5½	38.4	78-2300	Zen	E	L-N	L-N	D.Ful	Ful RU 16	Blo 4	Wis 892A	2F	Shu 5550
Douglas D6 5p.	5500	216	P 38x7	DP40x8	Bud K428	6-4½x5½	40.8	83-2100	Zen	E	L-N	L-N	D.Ful	Ful HOG	Blo 4	Wis 1418	2F	Shu 615
Duplex FAC	4250	166	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	28.9	57-2100	Zen	V	Eis	A-L	D.B-L	B-L 51	Cle	Tim 65706	WF	Shu 5550
Duplex SAC	4750	166	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	45.9	102-2400	Zen	M	A-L	A-L	P.B-L	B-L 314	Spi 3	Tim 58200H	BF	Tim 33020H
Fageol	3250	178	B 9.00x20	DB9.00x20	Wau MK	6-4⅛x4¾	40.8	82-2200	Zen	V	D-R	D-R	P.B-L	B-L 51	Spi 3	Tim 58200H	BF	Own
Federal T10B 2½-3 T.	2740	165	P 34x7	DP34x7	Con 16R	6-4x4½	38.4	75-2200	Zen	M	D-R	D-R	P.B&B	Own	P-S 4	Tim 58200H	BF	Own
Federal T10W 2½-3 T.	2915	165	P 34x7	DP34x7	Con 16R	6-4x4¼	38.4	75-2200	Zen	M	D-R	D-R	P.B&B	Own	P-S 4	Tim 65200H	w/2	Own
Fisher-Std. 30A		160	P 34x7	DP34x7	Con 11R	6-3⅞x4½	35.0	64-2500	Zen	M	D-R	D-R	B-L	B-L 314	Spi 4	Tim 56200H	FF	Tim 33000H
Fisher-Std. 31A		160	P 34x7	DP34x7	Con 11R	6-3⅞x4½	35.0	64-2500	Zen	M	D-R	D-R	B-L	B-L 51	Spi 4	Wis 6787-L	FF	Tim 33000H
F.W.D. B	4200	124	S 36x6	S 36x6	Own A	4-4¾x5½	36.1	56-1350	Ste	G	R-Bo	N-E	O.M-E	Cot DAF	Blo 4	Own B	BF	Own B
Garford 60	4680	175	P 36x6	DP38x7	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Ful	Ful VU	Blo	Tim65706DH	WF	Tim 15733 H
(X)Gen. Mot. T-26	1450	130	P 32x6	DP32x6	Own 257	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot. T30	1700	141	P 32x6	DP32x6	Buick	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X) Gen. Mot. T-31	1840	141	P 32x6	P 36x8	Own 257	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
(X)Gen.Mot. T42	1960	141	P 36x6	DP36x6	Buick	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2½	Own
(X)Gen Mot. T44	2050	141	P 36x6	DP36x6	Buick	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2F	Own
(X)Gen. Mot. T-45	1995	141	B7.50/20	DB7.50/20	Own 257	6-3⅞x4⅝	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own		
(U)Gotfredson.RB66C			B9.00/20	DB9.00/20	Bud K381	6-4½x4¾	40.8	95-2800	Zen	M	D-R	D-R	P.B-L	B-L 51-5	Spi	Cla B800	F	Cla F318
Gotfredson RW66			B9.00/20	DB9.00/20	Bud K381	6-4½x4¾	40.8	95-2800	Zen	M	D-R	D-R	D.B-L	B-L 51-5	Spi	Tim 65720H	F	Cla F318
Gramm E-330		160	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	36.2	98-2700	Zen	M	A-L	A-L	D.Jon	Cov Rus-4	Blo	Tim 58200	BF	Tim 33000H
Gramm EY-190		190	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	40.8	90-2200	Zen	M	A-L	A-L	D.Jon	Cov Rus-4	Blo 3	Tim 58200H	BF	Eat 423
G-P 55-6, 3-4 Ton	2745	154	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	33.4	85-2900	Str	M	A-L	A-L	D.Ful	Ful JVU	M.M.6	Tim 56200H	SF	Tim 31000H
G-P 55-8, 3-4 Ton	2880	157	B8.25/20	DB8.25/20	Lyc HF	8-3½x4½	36.5	20-3200	Str	M	A-L	A-L	D.Ful	Ful JVU	M.M.6	Tim 56200H	SF	Tim 31000H
Hahn & Selden 47B		151	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	82-2400	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 58000H	BF	Tim 15733H
Hendrickson 19S	3800	Op	B 9.00/20	B 9.00/20	Wau MK	6-4½x4¾	40.8	87-2500	Zen	V	A-L	A-L	D.Ful	Ful MGOG	Spi	Cla B800	2F	Cla F318
Hug 67		120	P 34x7	DP34x7	Bud H298	6-3¾x4½	33.7	86-2800	Zen	M	A-L	D-R	D.B-L	B-L 51-5	Blo 3	Wisc 6600	2F	Shu 550
Hug 41		150	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	70-2100	Zen	V	A-L	D-R	D.B-L	B-L 51-5	Blo 3	Wis 6617	2F	Shu 5572
Hug 42		166	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	33.7	86-3000	Zen	M	A-L	D-R	P.B&B	Ful MLU	Blo 3	Cla B800	SF	Cla F318
Hug 85-6		114	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	70-2100	Zen	V	R-Bo	D-R	D.B-L	B-L 51-5	Blo 3	Wis 1237Q	2F	Shu 5550
Hug 85-D6		114	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	70-2100	Zen	V	R-Bo	D-R	D.B-L	B-L 51-5	Blo 3	Wis 1237Q	2F	Shu 5550
Indiana 127AW		150	P 34x7	DP34x7	Her	4-4¼x5¾	28.9	54-1600	Str	V	Eis		P.B&B	B-L	Spi 2	Wis	2F	Shu
Indiana 2½-3T.	141	170	P 32x6	DP32x6	Con	6-4x4½	38.4	73-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Indiana 170		170	P 32x6	DP32x6	Con	6-4½x4¾	40.8	88-2400	Str	M	A-L	A-L	D.B-L	B-L 554	Spi 3	Wis	2F	Shu
Indiana 175		170	P 34x7	DP34x7	Con	6-4½x4¾	45.9	100-2400	Str	M	A-L	A-L			Spi 3	Wis	2F	Shu
Indiana 627AW		156	P 34x7	DP34x7	Wis	6-4x5	38.4	72-2000	Str	V	Eis		P.B&B	B-L	Spi 2	Wis	2F	Shu
International A-5	2350	156	P 34x7	DP34x7	Own FBB	6-3½x4½	31.5	67-2600	Zen	V	D-R	D-R	P.Own	Own	M.M.	Own 1000	SF	Own300
International A-6	2675	156	P 34x7	DP34x7	Own FBB	6-3½x4½	31.5	67-2600	Zen	V	D-R	D-R	P.Own	Own	M.M.	Own 1150	2F	Own300
Kenworth. 146B.3-4 T	3300		B 9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	42.1	103-2600	Zen	M	D-R	D-R	P.B-L	B-L 1554	Spi	Tim 58200H	SF	Tim 33000H
Kelber 140		180	B 8.25/20	DB8.25/20	Con	6-4x4½	38.4	74-2400	Str	V	D-R	D-R	D.B-L	B-L 314	Spi	Tim 58200H	BF	Tim 31000H
LaFra.-Republic F3		174	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	33.5	82-2600	Zen	M	A-L	A-L	D.Ful	FulMGU14	Spi 3	Tim 58200	SF	Tim 33020H
Lange H	5150	151	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	94-2200	Str	M	A-L	A-L	D.B-L	B-L 55	Spi 6	Wis 1418	2F	Tim 15300
Lange M	5200	140	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	45.9	94-2200	Str	M	A-L	A-L	D.B-L	B-L 60Max	Spi 6	Wis 1402	2F	Tim 16310
Larrabee 55	3740	155	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	38.4	82-2400	Zen	G	D-R	D-R	D.B-L	B-L 35	Spi	Tim 65200H	WF	Tim 15733H
LeMoon HB28	3250	160	B 8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	40.8	85-2500	Str	G	A-L	A-L	D.B-L	B-L 314	Spi 3	Tim 58200H	WF	Tim 35000H
Maccar 56	3350	153	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	73-2100	Str	V	D-R	D-R	D.B-L	B-L 51	Spi 3	Wis 6787L	2F	Tim 15733H
Maccar 60	3950	153	B 9.00/20	DB9.00/20	Bud BA6	6-4½x5⅛	40.8	103-2100	Str	V	D-R	D-R	D.B-L	B-L 51-4	Spi	Tim 65200H	WF	Tim 15733H
Mack AB.	4000	147	P 34x7	DP34x7	Own AB	4-4¼x5	28.9	60-2000	Str	V	N-E	N-E	D.Own	Own AB	Spi 2	Own AB	CD	Own AB
Mack AB.	4350	147	P 34x7	DP34x7	Own AB	4-4¼x5	28.9	60-2000	Str	V	N-E	N-E	D.Own	Own AB	Spi 4	Own AB	2F	Own AB
Mack AB.	4150	147	P 34x7	DP34x7	Own BG	6-3⅝x5	31.5	75-2600	Str	V	N-E	N-E	D.Own	Own AB	Spi 2	Own AB	CD	Own AB
Mack AB.	4500	147	P 34x7	DP34x7	Own BG	6-3⅝x5	31.5	75-2600	Str	V	N-E	N-E	D.Own	Own AB	Spi 4	Own AB	2F	Own AB
Noble 156C	3350	176	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	82-2400	Str	V	A-L	A-L	D.Ful	FulMGU	Blo	Tim 58200H	BF	Tim 33000H
Omort 300		130	P 34x7	DP34x7	Her OXC	4-4¼x5	28.9	56-2000	Zen	V	A-L	A-L	D.Ful	Ful GOG	Blo 4	Wis 8817	2F	Shu 5510
Omort 3005		130	P 34x7	DP34x7	Her WXB	6-3¾x4½	33.7	66-2400	Zen	V	A-L	A-L	D.Ful	Ful GOG	Blo 4	Wis 8817	2F	Shu 5510
Omort 30		134	P 34x7	DP34x7	Her WXB	6-3¾x4½	33.7	66-2400	Zen	M	A-L	A-L	D.Ful	Ful MGOG	Blo 4	Wis 8817-L	2F	Shu 5532
Oshkosh H	4675	146	B 9.75/20	B 9.75/20	Her WXC2	6-4½x4½	40.8	73-2000	Str	M	RBo	RBo	D.B-L	B-L 55-7	Blo 3	Own	2F	Own
Pierce-Arrow PW		150	B 9.00/20	BD9.00/20	Own	6-4½x4½	40.3	76-2400	Zen	M	D-R	D-R	P.Lon	Cov	Cle	Tim	WF	Tim
Relay 50	4130	161	P 36x6	DP40x8	Bud DW6	6-3¾x5	33.7	64-2100	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Own 60	2R	Tim 14704 H
Relay 60DP	4595	175	P 36x6	DP38x7	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	Ful	Ful VU	Blo	Own 60	2R	Tim 15733 H
Relay 80	5330	175	P 36x6	S 40x10	Bud BA6	6-4½x5⅛	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	Cov S HO	Blo	Own 74	2R	Tim 16302
Reo GA	2035	163	P 32x6	DP32x6	Own	6-3⅜x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	F	Own
Reo GC	2140	179	P 32x6	DP32x6	Own	6-3⅜x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	F	Own
Reo GD	2085	144	P 32x6	DP32x6	Own	6-3⅜x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	F	Own
Reo GCS	2375	210	P 32x6	DP32x6	Own	6-3⅜x5	27.3	70-2800	Sch	V	D-R	D-R	P.B-L	Own	Cle	Own	F	Own
Schacht 25H,3-4½		146	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	38.4	73-2200	Zen	G	A-L	A-L	D.Ful	Ful VU	Blo	Tim65706DH	WF	Tim 15733 H
Service 60	4680	175	P 36x6	DP38x7	Bud BA-6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Own 60	2R	Tim 14704 H
Sterling FB80	3080	174	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	33.7	72-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	BF	Tim
Sterling FD80	3275	174	B8.25/20	DB8.25/20	Wau ML	6-4¼x5¼	38.4	80-2500	Zen	M	D-R	D-R	Ful	Ful	Spi 4	Cla	SF	Tim
Stewart 36X	2990	165	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	36.2	90-2750	Str	M	D-R	B-L	B-L	B-L	Spi	Tim	WF	Tim
Stewart 48-8	2990	170	B 8.25/20	DB8.25/20	Lyc AE	8-3¾x4¾	44.4	130-2800	Str	M	D-R	D-R	P.B-L	B-L	Spi	Clark	S	Clark
Ward LaFrance 25R14		195	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	38.4	77-2200	Str	P	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim	SF	Tim
Ward LaFrance 25B14		195	B 8.25/20	DB8.25/20	Own	8-3½x4½	36.4	100-2400	Str	P	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim	SF	Tim
Ward-La France25R16		Op	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	38.4	77-2200	Str	P	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim	SF	Tim
Ward-La France25B16		Op	B 8.25/22	DB8.25/22	Own	8-3½x4½	36.4	100-2400	Str	P	D-R	D-R	P.B-L	B-L 314	Spi 3	Tim	SF	Tim
White 58	4400	180	S 36x5	DS36x5	Own GRB	4-4¼x5¾	28.9	54-1600	Zen	V	Eis		P.Own	Own 4B	Spi 3	Own 2C	2F	Own 2DI
White 640-3 Ton	6100	180	B9.00/20	DB9.00/20	Own 1AB	6-4½x5¾	45.9	108-1800	Zen	E	L-N	L-N	dp.O'n	Own 7B	Spi 4	Own 10C	SF	Own 6D
White 621	4650	157	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	38.4	82-1800	Zen	M	D-R	D-R	P.Own	Own 4B	Spi 4	Own 10C	SF	Own 11D
White 630	5000	168	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	38.4	82-1800	Zen	M	D-R	D-R	P.Own	Own 4B	Spi 4	Own 10C	SF	Own 6D
Witt-Will R3B	3400	159	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 51	Spi	Tim 58200H	BF	Tim 35000H
Witt-Will R3		159	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65200H	WF	Tim 35000H
Woods 45	3465	180	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	38.4	76-2400	Str	M	D-R	D-R	D.B-L	B-L	Blo 4	Tim	SF	Tim 33000 H
World DC-88	3295	164	P 34x7	DP34x7	Lyc HD	8-3¼x4½	33.8	115-3300	Zen	M	A-L	A-L	dp. Lon	Ful MGU	Spi 3	Tim 56200H	SF	Shu 5432
3½ Ton																		
Acme 45D	3740	125	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	28.9	55-2000	Zen	G	Eis	A-L	B-L	B-L 51 5	Spi	Wis 8817B	2F	Shu 550
Atterbury 70		222	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	40.8	87-2400	Zen	V	A-L	A-L	D.B-L	B-L 51-5	Spi	Tim 65720H	W	Tim 35000H
Autocar HS	4600	114	P 40x8	DP40x8	Own	4-4½x5½	32.4	45-1450	Str	G	A-Bo	L-N	dp.Lon	Own T	Spi	Own C	2F	Own J
Autocar 3-3½T. SHS	4800	114	P 40x8	DP40x8	Own	6-4¼x4¾	43.4	92-2400	Str	G	D-R	L-N	dp.Lon	Own T	Spi	Own C	2F	Own J
Autocar SCHS	4800	157	P 40x8	DP40x8	Own	6-4¼x4¾	43.4	92-2400	Str	V	D-R	L-N	dp. Lon	Own T	Spi	Own C	2F	Own J
Autocar 3-3½T. TEA	5350	192	P 36x8	DP36x8	Own	6-4¼x4¾	43.4	92-2400	Str	V	D-R	L-N	dp.Lon	Own T	Spi	Own TE	2F	Tim 26450
Autocar N	4600	174	P 36x8	DP36x8	Own	6-4¼x4¾	43.4	92-2400	Str	V	D-R	L-N	dp.Lon	Own T	Spi	Own TE	2F	Tim 35000D
Available T-39		Op	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5½	45.9	102-2400	Sch	M	D-R	D-R	D.B-L	B-L 615	Blo	Tim 65720	WF	Tim 35000
Available T-43		Op	B9.75/20	DB9.75/20	Wau SRK	6-4⅜x5½	51.3	110-2300	Sch	M	D-R	D-R	D.B-L	B-L 60	Blo	Tim 65720	WF	Tim 35000
Brockway 3-4T. 195		170	P 34x7	DP34x7	Con	6-4½x4¾	40.8	85-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Clinton 85-6	4400	190	P 34x7	DP34x7	Bud BUS	6-4x5½	38.4	74-2400	Str	V	Spl	D-R	D.B-L	B-L 55	Blo 4	Tim65706 HP	WF	Tim 15302
ColemanD-40XX3½-5		130	B10.50/24	B10.50/24	Bud BA6	6-4½x5½	40.8	105-2200	Zen	V	D-R	D-R	D Ful	Ful R U16	Spi	Wis	2F	Wis
Commerce 80	5250	175	S 36x6	S 36x12	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	B-L 60 Max	Blo	Tim 66700DP	WF	Tim 16302
Concord JLX-6	4500	202	P 34x7	DP34x7	Bud BA6	6-4½ .5½	40.8	85-2000	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 65706D	WF	Tim 15300
(Z)Corbitt 15B6		174	P 34x7	DP34x7	Con E-601	6-3⅞x4½	36.0	80-2500	Zen	M	D-R	D-R	P.B-L	B-L 514	Spi 3	Tim 58200	BF	Tim 33000H
(Z)Corbitt 15W6		183	P 34x7	DP34x7	Con E-601	6-3⅞x4½	36.0	80-2500	Zen	M	D-R	D-R	P.B-L	B-L 514	Spi 3	Tim 65200	w/2	Tim 33000H
Duplex EF		130	S 36x8	Bud EBU-I	4-4¼x5½	28.9	57-2100	Zen	V	Eis	A-L	D.B-L	B-L	Pet	Own	I	Own	
Federal U6-3-3½T	3860	165	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	85-2200	Str	M	D-R	D-R	P.B&B	B-L 60	P-S 4	Tim65706 HP	w/2	Own
Fisher-Std. 61-A		155	P 34x7	DP34x7	Con 16R	6-4x4½	38.4	73-2400	Zen	V	D-R	D-R	B-L	B-L 51	Spi 4	Tim 58200H	FF	Tim 33000H
F.W.D. CU-6	5120	148	P 38x9	P 38x9	Wau SRS	6-4½x5½	40.8	91-2300	Zen	M	R-Bo	NE	O. H-S	Own	Blo	Own U	BF	Own U
F.W.D. CU6A-3½		148	B10.50/20	DB10.50/20	Wau SRL	6-4⅜x5½	45.9	102-2200	Zen	M	N-E	N-E	D.B-L	B-L	Blo	Own		Own
Garford 80	5250	175	S 36x6	S 36x12	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	B-L 60 Max	Blo	Tim 66700DP	WF	Tim 16302

TRUCK CHASSIS—Continued

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size Front	Tire Size Rear	Engine Make and Model	Engine Number of Cylinders Bore and Stroke	Engine N.A.C.C. Rated H.P.	Engine Max. Brake H.P. at Specified R.P.M.	Fuel System Carburetor Make	Fuel System Fuel Feed	Electrical System Ignition System Make	Electrical System Generator, Starter Make	Clutch Type and Make	Gear Set Make and Model	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Front Axle Make and Model
3½ Ton—Cont'd																		
(X)Gen. Mot. T-31	1845	141	P 32x6	DP32x6	Own 257	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot. T42	1960	141	P 36x6	DP36x6	Buick	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
(X)Gen. Mot. T44	2050	141	P 36x6	DP36x6	Buick	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2½	Own
(X)Gen. Mot. T-45	1990	141	P 32x6	DP32x6	Own 257	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D-Own	Own	Spi	Own	2F	Own
Gotfredson RW 76A			B9 75/20	DB9.75/20	Bud K428	6-4 5/8 x4 3/4	45.9	100-2400	Zen	M	D-R	D-R	D.B-L	B-L 55-7	Spi	Tim 65720H	F	Tim 35000H
Gotfredson RD 76A			B9.75/20	DB9.75/20	Bud K428	6-4 5/8 x4 3/4	45.9	100-2400	Zen	M	D-R	D-R	D.B-L	B-L 55-7	Spi	Tim 75720H	F	Tim 35000H
G-P 6-56, 3½-5	3325	158	B9.00/20	DB9.00/20	Lyc TS	6-3 7/8 x5	36.5	97-2750	Str	M	A-L	A-L	D.Ful	Ful VUOG	M.M.6	Tim 58200H	SF	Tim 33000H
G-P 65-S, 3½-5	3485	158	B9.00/20	DB9.00/20	Lyc AEC	8-3 3/4 x4 3/4	45.0	140-3000	Str	M	A-L	A-L	D.Ful	Ful VUOG	M.M.6	Tim 58200H	SF	Tim 33000H
(V) Hug C87, 87M			P 36x8	DP36x8	Bud DW6	6-3 3/4 x5	33.7	70-2100	Zen	V	R-Bo	D-R	D.B-L	B-L 55-7	Blo 3	Wis 1237Q	2F	Shu 610
Hug 43-3½-4T		160	B9.75/20	DB9.75/20	Bud K428	6-4 5/8 x4 3/4	45.9	102-2400	Zen	M	A-L	A-L	B-L	B-L 51-5	Blo 3	Wis 1237H	2I	Shu 632 3
Indiana 3-4T 195		170	P 34x7	DP34x7	Con	6-4 1/2 x4 3/4	40.8	89-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
International W2	3900	148	S 36x5	S36x10	HaS 151	4-4 1/2 x5 1/2	28.9	59-1800	Zen	U	R-Bo	D-R	P.Own	Own	Own	Own 1200	2F	Own 400
Kenworth 166B 3½-4	3850		B 9.00/20	DB9.00/20	Bud K393	6-4 1/8 x4 3/4	42.1	103-2600	Zen	M	D-R	D-R	P.B-L	B-L 1554	Spi	Tim 58200H	SF	Tim 35100H
Kenworth 166A 3½-4	4330		B 9.00/20	DB9.00/20	HaS 147	6-4x5	38.4	89-2300	Zen	M	D-R	D-R	P.B-L	B-L 1554	Spi	Tim 58200H	SF	Tim 35100 H
Kleiber 210		190	B 9.00/20	DB9.00/20	Con 20R	6-4 1/2 x4 3/4	40.8	89-2400	Str	M	D-R	D-R	D.B-L	B-L 55	Spi	EatDR2412H		Tim 33020H
Larrabee 65	4280	166	B 8.25/20	DB8.25/20	Con 18R	6-4x4 1/2	38.4	82-2400	Zen	G	D-R	D-R	D.B-L	B-L 51	Spi	Ti' 65200D	WF	Tim 15733H
Moreland 2½T,B13,15	2850	184	B 8.25/20	DB8.25/20	Her WXC	6-4x4 1/2	38.4	75-2400	Zen	M	A-L	A-L	P.B-L	B-L 314	Pet 3	Tim 56200 H	SF	Tim 33020 H
Netco E	4500	140	B?9.75/20	B 9.75/20	Wau 6SRL	6-4 5/8 x5 1/2	45.9	100-2400	Zen	M	A-L	A-L	D.B-L	B L 55	Pet 2	Tim 65704	WF	Tim 15733
Omort 35		150	P 36x8	DP36x8	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	M	A-L	A-L	D.Ful	Ful MGOG	Blo 4	Wis 1567H	2F	Shu 5532
Oshkosh HC	5150	146	B 10.50/20	B 10.50/20	Her YXC	6-4 1/2 x4 3/4	45.9	90-2000	Zen	M	R-Bo	L-N	D.B-L	B-L 60	Blo 3	Own	2F	Own
Relay 60DC	4745	175	P 38x7	DP40x8	Bud BA6	6-4 1/2 x5 1/2	40.8	83-2100	Zen	V	A-L	A-L	Ful	Ful VU	Blo	Own 60	2R	Tim 15733 H
Relay 80	5330	175	P 36x6	S 40x12	Bud BA 6	6-4 1/2 x5 1/2	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	Cov S HO	Blo	Own 74	2R	Tim 16302
Schacht 28H,3½-5		146	B 9.00/20	DB9.00/20	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	G	A-L	A-L	D.FUL	Ful MG U	Spi	Tim 58200 H	BF	Tim 33020 H
Service 80	5250	175	S 36x6	S 36x12	Bud BA 6	6-4 1/2 x5 1/2	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	B-L 60 Max	Blo	Tim 66700DP	WF	Tim 16302
Sterling FW97, FD97	4225	192	P 36x8	DP36x8	Wau MK	6-4 1/2 x4 3/4	40.8	85-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling FW97S, FD97S	4490	192	P 36x8	DP36x8	Wau SRL	6-4 5/8 x5 1/2	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling FC100		192	P 36x8	DP36x8	Wau MK	6-4 1/2 x4 3/4	40.8	85-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Stewart 19X	3690	165	B9.00/20	DB9.00/20	Lyc TS	6-3 3/4 x5	36.2	90-2750	Str	V	D-R	D-R	D.Ful	Ful	Spi 3	Tim	WF	Sal
Stewart 38-6	3990	170	B9.00/20	DB9.00/20	Wau 6SRL	6-4 5/8 x5 1/2	45.9	100-2000	Str	M	D-R	D-R	B-L	B-L	Spi	Tim	DF	Eat
Stewart 38-8	3990	170	B9.00/20	DB9.00/20	Lyc AE	8-3 3/4 x4 3/4	44.4	130-2800	Str	M	D-R	D-R	B-L	B-L	Spi	Tim	DF	Eat
Studebaker 99	3795	184	B 7.50/20	DB 7.50/20	Own	8-3 1/2 x4 3/4	39.2	115-3200	Str	M	D-R	D-R	D.Lon	Ful	Spi	Eat	S½	Eat
Walter FM	5500	120	B 9.00/20	DB9.00/20	Own 6SRL	6-4 3/8 x5 1/2	46.0	100-1800	Zen	P	D-R	D-R	Own	Own	Own	Own	2D	Own
Ward LaFrance 30B18		197	B 9.00/20	DB9.00/20	Own	8-3 3/8 x4 1/2	36.4	100-2400	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	2F	Tim
Ward LaFrance 30R18		197	B 9.00/20	DB9.00/20	Wau 6MK	6-4 1/2 x4 3/4	40.8	83-2200	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	2F	Tim
Ward-La France30B21			B 9.00/22	DB9.00/22	Own	8-3 3/8 x4 1/2	36.4	100-2400	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	2F	Tim
Ward-La France30R21			B 9.00/22	DB9.00/22	Wau 6MK	6-4 1/2 x4 3/4	40.8	83-2200	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	2F	Tim
White 631	5750	168	B9.25/20	DB9.25/20	Own 3AD	6-4x5 1/4	38.4	82-1800	Zen	M	D-R	D-R	P.Own	Own	Spi 4	Own 2C	FD	Own
White 641-3½ Ton	6450	180	B9.75/20	DB9.75/20	Own 1AB	6-4 3/8 x5 3/4	45.9	108-1800	Zen	E	L-N	L-N	dp.O'n	Own 7B	Spi 4	Own 2C	FD	Own 9D
Wichita 6-95	4950	173	P 34x7	DP36x8	Wau SRL	6-4 5/8 x5 1/2	46.0	97-2000	Str	M	D-R	D-R	D.Ful	Ful MHOG	Spi 4	Own 50R	WF	Shu 610
Witt-Will R3B		159	B 9.00/20	DB9.00/20	Con 18R	6-4x4 1/2	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 51	Spi	Tim 58200H	BF	Tim 35000H
Witt-Will R35	4200	159	B 9.00/20	DB9.00/20	Con 18R	6-4x4 1/2	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65720H	WF	Tim 35000H
Woods 53B	3995	190	B 8.25/20	DB8.25/20	Her WXC 3	6-4 1/4 x4 1/2	43.3	84-2200	Str	M	A-L	A-L	D.B-L	B-L 51	Blo 4	Tim 58200 H	SF	Tim 35000 H
Woods 53W	4595	190	B 9.00/20	DB9.00/20	Her WXC 3	6-4 1/4 x4 1/2	43.3	84-2200	Str	M	A-L	A-L	D.B-L	B-L 55	Blo 4	Tim 65720 H	2F	Tim 35000 H
4 Ton																		
Acme 8X		192	B9.75/20	DB9.75/20	Con 20R	6-4 1/2 x4 3/4	40.8	89-2400	Str	M	A-L	A-L	B-L	B-L 60-4	Spi	Tim 65720H	WF	Tim 35000
Armleder 41		Op	P 34x7	DP34x7	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	V	A-L	A-L	D.Ful	Ful MG U	Spi	Tim 58000	2F	Shu 5572
Atterbury C	4750	186	P 36x8	DP36x8	Con 20R	6-4 1/2 x4 3/4	40.8	82-2400	Zen	V	D-R	A-L	D.B-L	B-L	Spi	Tim 65706D	WF	Tim 15302
Available T-45		Op	B 9.75/20	DB9.75/20	Wau 6AB	6-4 1/2 x5 1/4	48.6	100-2000	Sch	M	D-R	D-R	D.B-L	B-L 70-7	Blo	Tim 65720	WF	Tim 26450
Brockway 195		170	P 36x8	DP36x8	Con	6-4 1/2 x4 3/4	40.8	89-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Chicago 1-35-E	2600	160	B 8.25/20	DB8.25/20	Wau MK	6-4 1/2 x4 3/4	40.8	83-2200	Zen	M	D-R	D-R	D.B-L	B-L 314	Spi	Tim 58200H	BF	Tim 33020H
Clinton 90	4800	190	S 36x5	DS36x6	Bud YTU	4-4 1/2 x6	32.4	50-1400	Zen	V	Spi	D-R	D.B-L	B-L 55	Blo 4	Tim 66600	WF	Tim 16302
Clinton 90M		190	S 36x5	DS36x6	Bud YTU	4-4 1/2 x6	32.4	50-1400	Zen	V	Spi	D-R	D.B-L	B-L 55 Max	Blo 4	Tim 66600	WF	Tim 16302
Commerce 80	5330	175	S 36x6	S 36x14	Bud BA 6	6-4 1/4 x5 1/2	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L 60 Max	Blo	Tim 66700DP	WF	Tim 16302
Condor GGB		190	B 8.25/20	DB8.25/20	Con 21R	6-4 3/8 x4 3/4	45.9	100-2200	Zen	M	A-L	A-L	D Ful	Ful MG 14	Blo 3	Wis 69317	2F	Eat 423
(Z)Corbitt 18		178	P 36x8	DP36x8	Con E-602	6-4 1/2 x4 1/2	40.8	88-2500	Zen	V	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65706H	w/2	Tim 35000H
Day Elder 200	3295	156	B 9.00/20	DB9.00/20	Con 18R	6-4x4 1/2	38.4	82-2400	Zen	M	D-R	D-R	D.B-L	B-L 55	Spi 3	Tim 65720H	WF	Tim 35000H
Diamond T 603	3300	169	B 9.00/20	DB 9.00/20	Her YXC	6-4 1/2 x5 1/4	45.9	94-2200	Zen	M	A-L	A-L	D.Cov	Cov	SpP 4	Wis 1237H	2F	Shu 5582B
Diamond T 606B	3600	177	B9.00/20	DB9.00/20	Her RXB	6-4 1/2 x5 1/4	48.6	110-2200	Zen	M	L-N	L-N	D.Cov	Cov	SpP 4	Wis 1237H	2F	Shu 5582B
Diamond T 750-4, 5 T	4650	178	B 9.75/22	DB 9.75/22	Her RXC	6-4 5/8 x5 1/4	51.3	124-2200	Zen	M	A-L	A-L	D.Cov	Cov	SpP 4	Wis 1627 KW	2F	Shu 678
Fageol 370	4350	182	B9.00x20	DB 9.00x20	Wau SRL	6-4 3/8 x5 1/2	46.0	98-2000	Zen	V	D-R	D-R	P.B-L	B-L 554&60	Spi 4	Tim 65706	WF	Tim 15302
Fisher-Std. 80-A		146	P 36x8	DP36x8	Con 18R	6-4x4 1/2	38.4	81-2400	Zen	V	D-R	D-R	B-L	B-L 55	Spi 4	Tim 65720W	FF	Tim 35100Tw
Fisher-Std. 85-A		146	P 36x8	DP36x8	Con 21R	6-4 3/8 x4 3/4	45.9	102-2400	Zen	V	D-R	D-R	B-L	B-L 55	Spi 4	Tim 66720W	FF	Tim 35100Tw
FWD 8SU	5220	148	P 38x9	P 38x9	Wau SRL	6-4 3/8 x5 1/2	45.9	102-2400	Zen	V	R-Bo	NE	O.H-S	Own	Blo	Own	BF	Own
Garford 80	5330	175	S 36x6	S 36x14	Bud BA 6	6-4 1/2 x5 1/4	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L 60 Max	Blo	Tim66700DP	WF	Tim 16302
(X)Gen. Mot. T-31	1845	141	P 32x6	DP32x6	Own 257	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot. T42	1975	141	P 34x7	DP34x7	Buick	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	S½	Own
(X)Gen. Mot. T44	2065	141	P 34x7	DP34x7	Buick	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2½	Own
(X)Gen. Mot. T-45	2095	141	B 8.25/20	DB8.25/20	Own 257	6-3 7/16 x4 5/8	28.3	76-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2F	Own
(X)Gen. Mot. T51	2565	155	P 34x7	DP34x7	Own 331	6-3 3/4 x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot. T55	2690	155	P 34x7	DP34x7	Own 331	6-3 3/4 x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2F	Own
Gotfredson RW 84A		160	P 347	DS40x7	Bud YBUI	4-4 1/2 x6	32.4		Str	M	R-Bo	D-R	D B-L	B-L 60 Max	Spi	T' 66704DHP	WF	Tim 16710H
Gramm GY		190	B 8.25/20	DB8.25/20	Con 21R	6-4 5/8 x4 3/4	45.9	100-2200	Zen	M	A-L	A-L	D.Jon	Cov Rus	Blo	Wis 69317	2F	Eat 423
Gramm G		160	B 9.00/20	DB9.00/20	Con 21R	6-4 5/8 x4 3/4	45.9	100-2200	Zen	M	A-L	A-L	D.B-L	B-L	Blo	Wis 1237	2F	Tim
G-P 75-6, 4-6	4220	154	B9.75/20	DB9.75/20	Wau SRL	6-4 3/8 x5 1/2	45.9	100-2400	Str	M	A-L	A-L	D.Ful	Ful VUOG	M.M.7	Wis 1137H	DF	Tim 35100H
G-P 75-8 4-6	4185	174	B9.75/20	DB9.75/20	Lyc AEC	8-3 3/4 x4 3/4	45.0	135-3000	Str	M	A-L	A-L	D.Ful	Ful VUOG	M.M.7	Wis 1137H	DF	Tim 35100H
Hahn & Selden 47D		151	P 36x8	DP36x8	Con 18R	6-4x4 1/2	38.4	82-2400	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Wis 1237H	2F	Tim 15733 H
Hendrickson U6-24		Op	B 9.75/20	DB9.75/20	Her 6SRL	6-4 5/8 x5 1/2	45.9	97-2000	Zen	M	A-L	A-L	D.B-L	B-L 60-7	Spi	Tim	2F	Tim
Indiana 195		170	P 36x8	DP36x8	Con	6-4 1/4 x4 3/4	40.8	89-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Kenworth 186 4,5 Ton	4675		B 9.75/20	DB9.75/20	Her YWC2	6-4 1/2 x4 3/4	48.6	98-2200	Zen	M	D-R	D-R	P.B-L	B-L 1554	Spi	Tim 75720 H	2F	Tim 35100 H
Kleiber 225		202	B9.25/20	DB9.75/20	Con 21R	6-4 3/8 x4 3/4	45.9	102-2400	Str	M	D-R	D-R	D.B-L	B-L 55&60	Spi	Eat 2412H	2	Tim 35120H
LaFrance-RepublicH-2		174	P 34x7	DP34x7	Lyc TS	6-3 7/8 x5	36.2	86-2300	Zen	M	A-L	A-L	D.Ful	Ful MGU	Spi 3	Wis 69317	2F	Tim 33020H
LaFrance-Republic H3		179	B 9.75/20	DB9.75/20	Bud K393	6-4 1/4 x4 3/4	42.1	94-2400	Zen	M	A-L	A-L	D.Ful	Ful MR U	Spi 3	Tim 75720 H	2F	Tim 33000 H
Lange F16	5500	148	P 40x8	DP40x8	Her YXC	6-4 5/8 x4 3/4	45.9	94-2200	Str	M	A-L	A-L	D.B-L	B-L 60 Max	Spi 6	Wis 1552B	2F	Tim 16300
Larrabee 75	5200	167	B 9.75/20	DB9.75/20	Con 20R	6-4 1/2 x4 3/4	40.8	89-2400	Zen	G	D-R	D-R	D.B-L	B-L 55	Spi	Tim65720DH	W-F	Tim 16702H
LeMoon HB30	3950	169	B9.75/20	DB9.75/20	Wau 6SRL	6-4 3/8 x5 1/2	45.9	98-2000	Str	G	A-L	A-L	D.B-L	B-L 51-4	Spi 3	Tim 65720HP	WF	Tim 35000H
LeMoon HB38	3950	175	B 9.75/20	DB9.75/20	Lyc AEC	8-3 3/4 x4 3/4	44.4	130-2800	Str	M	D-R	D-R	D.Ful	Ful VUOG	Spi 3	Tim65720HP	WF	Tim 35000H
Macear 66A	5250	170	B 9.75/20	DB9.75/20	Her YXC3	6-4 5/8 x4 3/4	51.3	102-2000	Zen	V	D-R	D-R	B-L	B-L 60	Spi 4	Tim 65720W	WF	Tim 26450W
Mack BC	5250	154	P 36x8	DP36x8	Own BC	6-4x5 1/2	38.4	103-2600	Str	V	N-E	N-E	P.Own	Own BC	Spi 4	Own BC	2F	Own BC
Noble 166C	4500	180	P 34x7	DP34x7	Con 20R	6-4 1/4 x4 3/4	40.8	88-2400	Str	V	A-L	A-L	D.Ful	Ful G	Blo	Tim 65720H	WF	Tim 15733H
Oshkosh HXC	5675	146	B11.25/20	B11.25/20	Her RXB	6-4 1/2 x5 1/4	48.6	106-2000	Str	M	N-E	L-N	D.B-L	B-L 60-7	Blo 4	Own	2F	Own
Pierce-Arrow PX		160	B10.50/20	DB10.50/20	Own	6-4 5/8 x4 3/4	51.3	104-2200	Zen	M	D-R	D-R	P. Lon	Cov	Cle	Tin		Tim
Relay 80	5380	175	P 38x7	S 40x14	Bud BA 6	6-4 1/2 x5 1/4	40.8	83-2100	Zen	V	A-L	A-L	P.B&B	Cov S HO	Blo	Own 74	2R	Tim16302
Reo 4H, 4J, 4K		170	B8.25/20	DB9.00/20	Own	6-4 1/4 x4 3/4	40.8	101-2600	Sch	M	D-R	D-R	dp-Lon	Own	Cle575	Cla	8F	Own
Schacht 28HA,& 5½		146	B 9.75/20	DB9.75/20	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	G	A-L	A-L	D.Ful	Ful MG U	Spi	Tim 58200 H	BF	Tim 33020 H
Schacht 30H,& 5½		146	B 9.00/20	DB9.00/20	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	G	A-L	A-L	D.Ful	Ful MG U	Spi	Wis 8837AL	2F	Tim 33020 H
Service 80	5330	175	S 36x6	S 36x14	Bud BA 6	6-4 1/2 x5 1/4	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L 60 Max	Blo	Tim66700DP	WF	Tim 16302
Sterling FW97, FD97	4225	192	P 36x8	DP36x8	Wau MK	6-4 1/2 x4 3/4	40.8	85-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling FW97S, FD97S	4490	192	P 36x8	DP36x8	Wau SRL	6-4 5/8 x5 1/2	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w 2	Tim
Sterling FW115, FD115	4805	192	P 40x8	DP40x8	Wau SRL	6-4 5/8 x5 1/2	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling FC107	5200	192	P 36x8	DP36x8	Wau SRL	6-4 5/8 x5 1/2	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Sterling FC120	5350	192	P 40x8	DP40x8	Wau MK	6-4 1/4 x4 3/4	40.8	85-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Ward La France .35R		Op	B9.75/20	DB9.75/20	Wau SRL	6-4 5/8 x5 1/2	45.9	97-2000	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	WF	Tim
Ward-La France .35B		Op	B 9.75/20	DB9.75/20	Lyc	8-3 3/4 x4 3/4	45.	130-2800	Zen	.	D-R	D-R	P.B-L	B-L	Opt	Tim	WF	Tim
White 642-4 Ton	6750	180	B9.75/24	DB9.75/24	Own 1AB	6-4 3/8 x5 3/4	45.9	108-1800	Zen	E	L-N	L-N	dp.O'n	Own 7B	Spi 4	Own 13C	FD	Own 9D
Witt-Will R4	4440	159	P9.75/20	DP9.75/20	Con 20R	6-4 1/4 x4 3/4	40.8	88-2200	Zen	E	D-R	D-R	D.B-L	B-L 55	Spi	Tim 65720H	WF	Tim 35000H
Witt-Will R4X	4600	159	P9.75/20	DP9.75/20	Con 21R	6-4 5/8 x4 3/4	45.9	100-2600	Zen	E	D-R	D-R	D.B-L	B-L 55	Spi	Tim 65720H	WF	Tim 35000H
Woods 75	4960	190	B 9.75/20	DB9.75/20	Her YXC 3	6-4 1/4 x4 1/2	43.3	104-2200	Str	M	R-Bo	A-L	D.B-L	B-L 615	Blo 5	Tim 75720 H	2F	Tim 35000 H
World DA-115	3595	168	P 36x8	DP36x8	Lyc HD	8-3 1/4 x4 1/2	33.8	115-3300	Zen	M	A-L	A-L	DP.Lon	Ful MGU	Spi 3	Tim 58200H	SF	Shu 5572
4½ Ton																		
Gotf'dson RD,RW96A			B9.75/20	DB9.75/20	Buda K479	6-4 1/4 x4 3/4	51.2	100-2000	Zen	M	D-R	D-R	D.B-L	B-L 60-7	Spi	Tim 66720dh	W/2	Tim 26450H
Larrabee 85	5500	168	B9.75/20	DB9.75/20	Con 21R	6-4 3/8 x4 3/4	45.9	97-2400	Zen	G	D-R	A-L	D.B-L	B-L 55	Spi	Tim66702DH	W-F	Tim 16702H
Moreland 4T,B16,18	3025	184	B 9.00/20	DB9.00/20	Her WXC	6-4x4 1/2	38.4	75-2400	Zen	M	A-L	A-L	P.B-L	B-L 314	Pet 3	Tim 58200 H	SF	Tim 33020 H
Moreland 4T,E16,18	3300	184	B 9.00/20	DB9.00/20	Her WXC3	6-4 1/4 x4 1/2	43.3	92-2400	Zen	M	A-L	A-L	P.B-L	B-L 51-4	Pet 3	Tim 58200 H	SF	Tim 33020 H
Schacht 30HA,& 6		146	B 9.75/20	DB9.75/20	Her WXC	6-4x4 1/2	38.4	73-2200	Zen	G	A-L	A-L	D.Ful	Ful MG U	.....	Wis 8837AL	2F	Tim 33020 H

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Clutch: Type and Make	Gear Set: Make and Model	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Front Axle: Make and Model
4½ Ton—Cont'd																		
Schacht....35H,& 6½		146	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	40.3	80-2200	Zen	G	A-L	A-L	D.Ful	Ful MG U	.....	Own	2F	Shu 5572
Ward La France .45D		Op	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	45.9	97-2000	Str	P	D-R	D-R	P.B-L	B-L 615	Spi	Tim	WF	Shu 615
5 Ton																		
Acme.....10X Spec		192	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	45.9	100-2200	Str	M	A-L	A-L	B-L	B-L 60-7	Spi	Tim66720DH	WF	Tim 26050H
Acme.....10X		194	B10.50/ 20	DB10.50/20	Con 15H	6-4½x5¾	48.6	105-2000	Str	M	A-L	A-L	B-L	B-L 60-7	Spi	Tim 66720W	WF	Tim26050TW
Am. LaF. Big... Ch.16	6725	226	P 40x8	DP40x8	Own	6-4½x6	48.6	115-1600	Zen	V	D-R	D-R	P.B-L	Own	Own	Own 16R	2F	Own 16R
Armleder.....61		Op	P 36x8	DP36x8	Her WXC2	6-4⅛x4½	40.8	80-2200	Zen	V	A-L	A-L	D.Ful	Ful MGU	Spi	Tim 65706H	WF	Shu 5572
Atterbury.....100		223	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	45.9	101-2400	Zen	V	A-L	A-L	D.B-L	B-L 55-7	Spi	Tim66720DH	W	Tim 26450H
Autocar 3½ & 5T...C	5500	172	P 42x9	DP42x9	Own	6-4½x4¾	48.6	101-2400	Str	V	D-R	L-N	dp.Lon	Own B	Spi	Own C	2F	Own CL
Autocar.....TFA	6100	192	P 38x9	DP38x9	Own	6-4½x4¾	48.6	101-2400	Str	V	D-R	L-N	dp.Lon	Own T	Spi	Own TF	2F	Tim 26450
Available.....T-50		Op	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	60.0	125-1900	Str	M	D-R	D-R	D.B-L	B-L714-703	Blo	Tim 66720W	WF	Tim 26450W
Brockway...4-5T-220		170	P 40x8	DP40x8	Con	6-4¾x4¾	45.9	100-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
Chicago.....1-50-B		140	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	45.9	97-2000	Str	M	A-L	A-L	D.B-L	B-L60 Max	Spi 4	Tim 65720H	WF	Tim 26450
Clinton.....120L	5500	204	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	61-1400	Zen	V	Spi	A-Bo	D.B-L	B-L 60	Blo	T' 68702DHP	WF	Tim 17300
Clinton.....120LM		204	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	61-1400	Zen	V	Spi	A-Bo	D.B-L	B-L60 Max	Blo	T' 68702DHP	WF	Tim 17300
Coleman X-100 5-6 T		144	P 42x9	P 42x9	Bud BA6	6-4⅛x5½	40.8	105-2200	Str	V	D-R	D-R	D.Ful	Ful R U16	Spi	Wis 122	2F	Wis 122F
Coleman X-100F 5-7½		144	B 10.50/24	B 10.50/24	Bud GF-6	6-4¾x6	54.1	126-1850	Str	V	D-R	D-R	D.Ful	Ful H U 16	Spi	Wis 122	2F	Wis 122F
Commerce.....100	5830	175	S 36x6	S 40x14	Bud BA6	6-4¾x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L60 Max	Blo	Tim 68700DP	WF	Tim 16302
Condor.....CHB		210	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	54.1	127-2300	Zen	M	A-L	A-L	D.Ful	Ful HU 16	Blo	Wi' 12527KW	2F	Tim 1660
Condor.....CGW		157	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	45.9	100-2200	Zen	M	A-L	A-L	D.Jon	Cov Rus	Blo	Wis 1627K	2F	Tim 27450
(Z)Corbitt.....24		195	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	40.8	881-2400	Zen	O	D-R	D-R	D.B-L	B-L 60	Spl 4	Tim66704DH	W/2	Tim 26450H
Day Elder.....240	4295	162	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	45.9	100-2600	Zen	V	D-R	D-R	D.B-L	B-L 60	Blo	Tim 66720H	WF	Tim 36020H
Diamond T.....750	4650	178	B 9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	51.3	124-2200	Zen	M	A-L	A-L	D.Cov	Cov	Sp 4	Wis 1627KW	2F	Shu 678
Douglas.....F4	5500	185	S 36x6	S 40x12	Bud BBU	4-5x6½	40.0	61-1400	Zen	E	L-N	L-N	D.Ful	Ful HU18	Blo 5	Wis 1458	2F	Shu 615
Douglas.....F6	6300	196	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	48.6	114-1900	Zen	E	L-N	L-N	D.Ful	Ful HU18	Blo 5	Wis 1567	2F	Shu 650
Duplex...M 5-7 Ton	7600	Op	P 34x7	DS36x7	Bud GL6	6-4½x6	48.6	105-2200	Str	V	A-L	A-L	D.B-L	B-L 70	Cle	Tim 68700	WF	Shu
Federal.....C7 5-6T	4485	195	B9. 75/20	DB9. 75/20	Con 21R	6-4⅜x4¾	45.9	100-2200	Zen	M	D-R	D-R	P.B&B	B-L 60	P-S 4	T'76725H	w/2	Tim 36020
Federal.....C8 5-6T	4895	195	B9. 75/20	DB9. 75/20	Con 21R	6-4⅜x4¾	45.9	100-2200	Zen	M	D-R	D-R	P.B&B	B-L 60	P-S 4	T'76725H	w/2	Tim 36020
Fisher-Std.....100A		168	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	102-2400	Zen	V	D-R	D-R	B-L	B-L 60	Spi 5	Tim 66720W	FF	Tim 35100T
Fisher-Standard..105A		168	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	45.9	102-2400	Zen	V	D-R	D-R	B-L	B-L 60	Spi 5	Tim 68720Tw	FF	Tim 27450T
F.W.D.....M5	7600	165	B 12.75/20	B 12.75/20	WauSRK	6-4⅜x5½	51.3	110-2300	Zen	M	N-E	N-E	D.B-L	B-L 714	Blo	Own	2F	Wis
F.W.D.....MF6-5T		148	B 10.50/20	DB10.50/20	Wau AB	6-4½x5¾	48.6	98-2000	Zen	M	N-E	N-E	D.B-L	Own	Blo	Own	BF	Own
F.W.D.....LBU-5T		171	B 9.00/20	DB9.00/20	Wau SRS	6-4½x5½	40.8	91-2300	Zen	M	R-Bo	N-E	D.B-L	B-L	Blo	Own	D	Own
Garford.....100	5830	175	S 36x6	S 40x14	Bud BA6	6-4¾x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L60 Max	Blo	Tim 68700DP	WF	Tim 16302
(X)Gen. Mot.....T51	2565	155	P 34x7	DP34x7	Own 331	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X) Gen. Mot.....T60	2690	155	P 34x7	DP34x7	Own 331	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2F	Own
(X) Gen. Mot.....T60	3160	154	P 36x8	DP36x8	Own 331	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
(X)Gen. Mot.....T61	3445	154	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
(X) Gen. Mot.....T82	3935	155	P 36x8	DP36x8	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Pet	Own	WF	Own
(X)Gen. Mot.....T-83	3990	155	B9.00/20	DB9.00/20	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
Gotfredson...RW-86A		Op	P 38x9	DP38x9	Her YXC3	6-4¾x4¾	51.2	105-....	Str	M	D-R	D-R	D.B-L	B-L	Spi	T' 66704DHP	WF	Tim 16710H
Graham GW.....5-		157	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	45.9	100-2200	Zen	M	A-L	A-L	D.B-L	B-L	Blo	Wis 1627	2F	Tim
Graham....HY, 5-		210	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	54.1	127-2300	Zen	M	A-L	A-L	D.Ful	Ful H U 16	Blo	Wi' 12527KW	2F	Tim
Hahn & Selden.....67		151	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	45	100-24 0	Zen	V	A-L	A-L	D.B-L	B-L 55	Blo	Wis 1517H	2F	Tim 16710 H
Hug.....C97, 97		133	P 38x9	DP38x9	Bud BA6	6-4⅛x5½	40.8	83-2100	Zen	M	R.Bo	D-R	D.B-L	B-L 555	Blo 4	Wis 1627KW	2F	Shu 678
Indiana.....4-5T-220		170	P 40x8	DP40x8	Con	6-4⅜x4½	45.9	100-2400	Zen	M	A-L	A-L	D.B-L	B-L	Spi 3	Wis	2F	Shu
International.....W-3	4850	160	S 36x6°	S 40x12°	Hn S152	4-4¾x5½	36.1	69-1800	Zen	V	R-Bo	....	P.Own	Own	Own	Own 1300	2F	Own 500
International.....A-7	6200	160	B 9.75/20	DB9.75/20	Own FDB	6-4½x5½	48.6	117-2200	Zen	M	D-R	D-R	P.Roc	Own	M.M.8	Own 1301	2R	Own 503
International.....A-8	6300	160	B 9.75/20	DB9.75/20	Own FEB	6-5x5½	60.0	136-2100	Str	M	D-R	D-R	P.Roc	Own	M.M.8	Own 1301	2R	Own 503
Kenworth.....241	5450	...	B 9.75/20	DB9.75/20	Her RXB	6-4½x5¼	48.6	110-2200	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 76720W	2F	Tim 36020N
Kenworth.....241A	6500	...	B 9.75/20	DB9.75/20	HaS 160	6-4¼x5½	43.3	120-2400	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 76720W	2F	Tim 36020N
Kenworth.....241B	6150	...	B 9.75/20	DB9.75/20	Bud GL-6	6-4½x6	48.6	114-1900	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 76720W	2F	Tim 36020N
Kenworth.....241C	7200	...	B 9.75/20	DB9.75/20	HaS 175	6-5x6	60.0	159-2000	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 76720W	2F	Tim 36020N
Kleiber.....260		206	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	54.1	126-1850	Str	N	D-R	D-R	D.B-L	B-L 714	Spi	Eat 65041W	2	Tim 26450
LaFra.-Republic...M2		174	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	46.0	97-2000	Zen	M	A-L	A-L	D.Ful	Ful V UOG	Spi 3	Wis 1237-H	2F	Tim 35020 H
LaFra.-Republic..M-3		174	B 10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5½	46	97-2000	Zen	M	A-L	A-L	D.Ful	Ful V UOG	Spi 3	Tim 76735 H	2R	Tim 35000 H
Lange.....T	5775	148	P 40x8	DP40x8	Her YXC2	6-4¾x4¾	48.6	99-2200	Str	M	A-L	A-L	D.B-L	B-L60 Max	Spi 6	Wis 1700	2F	Tim 16300
Maccar.....80	5000	177	S 36x6	DS36x6	Bud BA6	6-4⅛x5½	40.8	75-2200	Str	V	R.Bo	D-R	D.B-L	B-L 55	Spi	Tim 66702D	WF	Tim 16302
Maccar.....86A	5950	170	B 10.50/20	B10.50/20	Her YXC3	6-4¾x4¾	51.3	102 2000	Str	V	D-R	D-R	B-L	B-L 60	Spi 4	Tim66720W	WF	Tim26450TW
Mack BJ.....6150		169	P 36x8	DP36x8	Own BK	6-4½x5½	48.6	126-2200	Str	V	R-Bo	N-E	P.Own	Own A-L	Spi 5	Own AK	2F	Own AK
Mack AK.....5150		162	S 36x5	DS36x5	Own AC	4-5x6	40	77-1800	Str	V	R-Bo	.....	P.Own	Own AC	Spi 2	Own AC	CD	Own AK
Mack AK.....5250		162	S 36x5	DS36x5	Own AC	4-5x6	40	77-1800	Str	V	R-Bo	.....	P.Own	Own A-K	Spi 3	Own AK	2F	Own AK
Mack AK.....6450		174	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	48.6	126-2200	Str	V	R-Bo	R-Bo	P.Own	Own AC	Spi	Own AK	2F	Own AK
Mack AC.....4950		156	S 36x5	DS40x5	Own AC	4-5x6	40	77-1800	Str	G	R-Bo	.....	P.Own	Own AC	Spi 2	Own AC	CD	Own AC
Netco.....J	5300	140	B 40x8	B 40x8	Wau SRK	6-4⅜x5½	48.6	110-2400	Zen	M	A-L	A-L	D.B-L.	B-L 615	Pet 4	Tim 68700	WF	Tim 17300
Oshkosh.....FHX	6145	146	B12.00/20	B12.00/20	Her RXC	6-4⅜x5¼	51.2	112-2000	Str	M	RBo	L-N	D.B-L	B-L 70-7	Blo 5	Own	2F	Own
Pierce-Arrow.....PY		160	B10.50/24	DB10.50/20	Own	6-4⅜x4¾	51.3	104-2200	Zen	M	D-R	D-R	P.Lon	Cov	Cle	Own	WF	Tim
Relay.....100AC	6615	230	B 9.00/24	DB9.00/24	Con 21R	6-4¾x4¾	45.9	100-2200	Str	V	A-L	A-L	D.Ful	Ful VU	Blo	Own	2R	Tim 1660W
Schacht...35HA,& 7		146	B 9.75/20	DB9.75/20	Her WXC2	6-4½x4½	40.3	80-2200	Zen	G	A-L	A-L	D.Ful	Ful MG U	Spi	Own	2F	Shu 5572
Schacht.....40H,& 5½		154	B 9.75/20	DB9.75/20	Her YXC	6-4¾x4¾	45.9	93-2200	Zen	G	A-L	A-L	D.Ful	Ful V UOG	Spi	Own	2F	Shu 5572
Service.....100	5930	175	S 36x6	S 40x14	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L60 Max	Blo	Tim 68700DP	WF	Tim 16302
Sterling FW115, FD115	4805	192	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling FW140, FD140	6070	192	P 40x8	DP42x9	Wau SRL	6-4⅜x5½	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w/2	Tim
Sterling.....FC120	5350	192	P 40x8	DP40x8	Wau MK	6-4⅛x4¾	40.8	85-2500	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Sterling.....FC135	5825	192	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Stewart.....31X	5190	165	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅜x5½	51.2	105-2000	Str	V	D-R	D-R	B-L	B-L	Spi 5	Tim	WF	Shu
Walter.....FKD	6300	118	B 9.00/24	DB9.00/24	Own 6	6-4⅜x5½	46.0	100-1800	Str	V	R-Bo	D-R	Own	Own	Own	Own	2D	Own
Ward-La France..45R		Op	B 9.75/22	DB9.75/22	Wau SRL	6-4⅜x5½	45.9	97-2000	Str	P	D-R	D-R	P.B-L	Own	Spi	Tim	WF	Tim
Ward-La France..45B		Op	B 9.75/22	DB9.75/22	Lyc	8-3¾x4¾	45.	130-2800	Zen	P	D-R	D-R	P.B-L	Own	Spi	Tim	WF	Tim
White.....643-5 Ton	6950	180	B10.50/ 24	DB10.50/24	Own 1AB	6-4⅜x5¾	45.9	108-1800	Zen	E	L-N	L-N	dp.O'n	Own 7B	Spi 4	Own 13C	FD	Own 9D
Witt-Will.....R5	5300	159	B10.50/20	DB10.50/20	Con 20R	6-4¼x4¾	40.8	88-2400	Zen	M	D-R	D-R	D.B-L	B-L 55	Spi	Tim66700H	WF	Tim 26050H
Woods.....90	5560	190	B 9.75/22	DB9.75/22	Her YXC 4	6-4⅜x5¼	51.2	124-2200	Str	M	R-Bo	A-L	D.B-L	B-L 714	Blo 5	Tim 66720	2F	Tim 26450
World.....DB-115	3895	165	P 36x8	DP36x8	Lyc HD	8-3¼x4½	33.8	115-3300	Zen	M	A-L	A-L	dp.Lon	Ful MGU	Spi 3	Tim 65706D	WF	Shu 5572
5½ Ton and More																		
A.C.F.....T-160		186	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	43.3	120-2200	Zen	V	D-R	D-R	P.B-L	B-L	Spi 6	Tim 76730	2F	Tim 27451
A.C.F.....T-175B		186	B10.50/22	B10.50/22	Ha 175	6-5x6	60	175-2200	Zen	M	D-R	D-R	dp. Lon	B-L	Spi 6	Tim 76730	2F	Tim 27451
A.C.F.....T-175A		186	B10.50/ 24	B10.50/24	Ha S-175	6-5x6	60	175-2200	Zen	M	D-R	D-R	dp. Lon	B-L	Spi 6	Tim 79730	2F	Tim 27451
Am.-LaF. Big Ch. 16R	6725	226	P 40x8	DP40x8	Own	6-4½x6	48.6	50-1200	Zen	V	D-R	D-R	P.B-L	Own	Own	Own 16R	2F	Own 16R
Autocar.....CE	6000	172	S 36x7	DS40x8	Own	6-4½x4¾	48.6	101-2400	Str	V	D-R	L-N	dp.Lon	Own B.	Spi	Own C	2F	Own CL
Autocar...F 7½ Ton	6800	173	S 36x7°	DS40x8°	Own	6-4½x4¾	48.6	101-2400	Str	V	D-R	L-N	D.B-L	B-L 70	Spi	Tim 68720	W	Tim 27450
Brockway 5½-7½T	250	182	P 40x8	DP40x8	Con	6-4⅜x4¾	45.9	100-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Tim	WF	Shu
Brockway 7½-10T	-290	182	P 38x7	S 40x14	Con	6-4¾x5¾	54.2	116-1800	Str	E	L-N	L-N	D.B-L	B-L	Spi 4	Tim	WF	Shu
Clinton. 120SM-7 Ton	5600	172	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	61-1400	Zen	V	Spi	A-Bo	D.B-L	B-L 60	Blo	T' 68702Dhp	WF	Tim 17300
Coleman F-200 7½ Ton		144	B10.50/24	DB10.5/24	Sterling	6-5¼x6	66.1	177-2200	Sch	P	N-E	N-E	B-L	B-L 714	Spi	Wis HD	2D	Wis HD
Commerce.....100 ZB	5830	175	S 36x6	S 40x14	Bud BA6	6-4¾x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L60 Max	Blo	Tim 68700DP	WF	Tim 16302
(Z)Corbitt 5-7½ T..33		195	P 40x10	DP40x10	Con 21R	6-4⅜x4¾	45.9	112-2400	Zen	M	D-R	D-R	D.B-L	B-L60 Max	Spi	Tim68720TW	w/2	Tim27450TW
Federal...X8 7½ Ton	5085	162	S 36x6	S 40x14	Con B7	4-5x6	40.0	61-1350	Zen	V	A-Bo	D-R	P.B&B	B-L 60	P-S 4	Tim 68700DP	w/2	Own
Federal.X8R 7½ Ton	5810	162	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	45.9	100-2200	Zen	M	D-R	D-R	P.B&B	B-L 60	P-S 4	Tim 68702DP	w/2	Own
F.W.D. M7 .7½ Ton	8700	165	P 40x10	DP40x10	Wau RB	6-5x5¾	60.	125-2000	Zen	M	N E	N-E	D.B-L	B-L 714	Blo	Wis	2F	Wis
Garford.....100ZB	5830	175	S 36x6	S 40x14	Bud BA6	6-4½x5½	40.8	83-2100	Zen	V	A-L	A-L	D.Own	B-L60 Max	Blo	Tim 68700DP	WF	Tim 16302
(X)Gen. Mot.....T51	2625	155	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	SF	Own
(X)Gen. Mot.....T55	2750	155	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	2F	Own
(X)Gen.Mot.T60 5-6½	3230	154	B 9.00/20	DB9.75/20	Buick	6-3¾x5	33.7	94-2500	Mar	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
(X)Gen.Mot.T615-6½	3445	154	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
(X) Gen.Mot.T82 .5-7	3970	155	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Pet	Own	WF	Own
(X)Gen.Mot. T-83, 5-7	4070	155	P 36x8	DP36x8	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Spi	Own	WF	Own
(X)Gen. Mot. T85 6-8	5600	171	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	43.3	113-2100	Str	M	D-R	D-R	D.	Own	Spi	Own	2F	Own
Gotfredson...RW104A		169	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	.....	Zen	V	R-Bo	D-R	D.B-L	B-L60 Max	Spi	Tim 68700DP	WF	Tim 17302
Gotfredson...RW106A		173	S 36x6	DS40x8	Own	6-4⅜x4¾	48.6	.....	Str	M	R-Bo	D-R	D.B-L	B-L60 Max	Spi	Tim 68700DP	WF	Tim 17302
G-P.....85-6, 5-7	5875	169	B10. 50/20	DB10.50/20	Wau 6AB	6-4½x5¾	48.6	100-2000	Str	M	A-L	A-L	D.Ful	Ful MHU	MM8	Wis 1567W	DF	Tim27450TW
G-P.....85-8, 5-7		169	B10.50/ 20	DB10.50/2	Lyc AED	8-3¾x4½	45.0	140-3000	Str	M	A-L	A-L	D.Ful	Ful MHU	MM8	Wis 1567W	DF	Tim27050T
G-P.....95-6, 7-10	6670	159	B10.50/ 24	DB10.50/2	Wau 6RB	6-5x5¾	60.0	125-2000	Str	M	A-L	A-L	D.Ful	Ful MHU	MM8	Wis 19000W	DF	Tim27450TW
Hahn & Selden.77 5-7		....	.....	.....	.....	.....	.....	127-2300	.....	.....	.....	.....	.....	.....	Blo	.....	.....	.....
Indiana..5½-7½T 250		182	P 40x8	DP40x8	Con	6-4⅛x4¾	45.9	100-2400	Str	M	A-L	A-L	D.B-L	B-L	Spi 3	Tim	WF	Shu
Indiana..7½-10T 290		182	P 38x7	S 40x14	Con	6-4¾x5¾	54.2	116-1800	Str	E	L-N	L-N	D.B-L	B-L	Spi 4	Tim	WF	Shu

TRUCK CHASSIS—Continued

Make, Model and Capacity	Chassis Price	Standard W.B.	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Clutch: Type and Make	Gear Set: Make and Model	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Front Axle: Make and Model
5½ Ton and More—Cont'd																		
Kenworth.....241	5450	...	B 9.75/20	DB9.75/20	Her RXB	6-4½x5½	48.6	110-2200	Zen	M	D-R	D-R	P.B-L	B-L 714	.....	Tim 76720W	2F	Tim 36020N
Kenworth.....241A	6500	...	B 9.75/20	DB9.75/20	HaS 160	6-4¾x5½	43.3	120-2400	Zen	M	D-R	D-R	P.B-L	B-L 714	.....	Tim 76720W	2F	Tim 36020N
Kenworth.....241B	6150	...	B 9.75/20	DB9.75/20	Bud GL-6	6-4½x6	48.6	114-1900	Zen	M	D-R	D-R	P.B-L	B-L 714	.....	Tim 76720W	2F	Tim 36020N
Kenworth.....241C	7200	...	B 9.75/20	DB9.75/20	HaS 175	6-5x6	60.0	159-2000	Zen	M	D-R	D-R	P.B-L	B-L 714	.....	Tim 76720W	2F	Tim 36020N
La Fran.-Republic. 35-2	....	174	P 38x9	DP38x9	Wau 6AB	6-4¼x5¾	48.6	98-1850	Zen	M	A-L	A-L	D.Ful	Ful M H U	Spi 3	Wis 1567-H	2F	Tim 26450-H
La Fran.-Republic. 35-3	....	191	B 10.50/24	DB10.50/24	Wau 6SRK	6-4¾x5½	51	100-1800	Zen	M	A-L	A-L	D.Ful	FulMHU-AY	Spi 3	Tim 78720 H	2F	Tim 27450 H
La Fran.-Republic. .Q4	....	Op	B 10.50/24	DB10.50/24	Alfco 312-B	12-4x5	76.7	240-2900	Zen	M	D-R	D-R	dp.Lon	B-L 714	Blo 3	Tim 68720W	W	Tim 27450
Mack AC.....	5500	156	S 36x6	DS40x6	Own AC	4-5x6	40	77-1800	Str	G	R-Bo	.....	P.Own	Own AC	Spi 2	Own AC	CD	Own AC
Mack AC.....	6550	174	B10,50/24	DB10.50/24	Own BK	6-4½x5½	48.6	126-2200	Str	V	R-Bo	N-E	P.Own	Own AC	Spi	Own AC	CD	Own AK
Mack AC.....	6000	156	S 36x7	DS40x7	Own AC	4-5x6	40.0	77-1800	Str	G	R-Bo	.....	P.Own	Own AC	Spi	Own AC	CD	Own AC
Mack AP.....	9500	191	S 36x7	DS40x8	Own AP	6-5x6	60.	150-2000	Str	V	R-Bo	NE	P.Own	Own AP	Spi 2	Own AP	CD	Own AC
Neteo.....K	6500	180	B10.50/ 40	DB10.50/40	Lyc AEC	8-3¾x4¾	140	140-2800	Zen	M	A-L	A-L	D.B-L	B-L	Pet 3	Wis 1627KH	2F	Tim 26450H
Pierce-Arrow.....PZ		168	S 36x7	DS40x8	Own	6-4¾x5¾	54.1	130-2000	Zen	M	D-R	D-R	P.Lon	Own	Cle	Own	WF	Tim
Relay..100B, 7½ Ton	6900	220	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	54.1	118-1850	Zen	E	A-L	L-N	P.B-L	B-L 1714	Blo	Own 85AH	2R	Tim 27450
Schacht.....40HA	....	154	B 9.75/24	DB9.75/24	Her YXC	6-4¾x4¾	45.9	93-2200	Zen	G	A-L	A-L	D.Ful	Ful V UOG	Spi	Own	2F	Shu 5572
Schacht.....40HB	....	154	B 10.50/20	DB10.50/20	Her YXC	6-4¾x4¾	45.9	93-2200	Zen	G	A-L	A-L	D.Ful	Ful V UOG	Spi	Own	2F	Shu 638
Schacht.....66H	....	152	B 10.50/20	DB10.50/20	Her RXC	6-4¾x5½	51.2	115-2200	Zen	G	A-L	A-L	D.Ful	Ful V UOG	Spi	Wis 1567	2F	Shu 637
Schacht.....66HA	....	152	B 10.50/24	DB10.50/24	Her RXC	6-4¾x5½	51.2	115-2200	Zen	G	A-L	A-L	D.Ful	Ful V UOG	Spi	Wis 1567	2F	Shu 637
Service.....100ZB	5830	175	S 36x6	S 40x14	Bud BA6	6-4¼x5½	40.8	83-2100	Zen	V	A-L	A-L	Own	B-L 60 Max	Blo	Ti 68700DP	WF	Tim 16302
Standard.....5-7	....	165	S 36x6	S 40x14	Con B5	4-4¾x6	35.1	.....	Str	V	Eis	ABo1	D.B-L	B-L 60	Spi	Ti 68700SP	WF	Tim 17300
Sterling FW140, FD140	....	192	P 40x8	DP42x9	Wau SRL	6-4¾x5½	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w2	Tim
Sterling.....FC135	....	192	P 40x8	DP40x8	Wau SRL	6-4¾x5½	45.9	102-2400	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Sterling FC1406, 7½	....	200	P 40x8	DP40x8	Wau HB	6-4¾x5¾	43.4	90-2000	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Sterling..FC145-6, 7½	....	200	P 40x8	DP40x8	Wau AB	6-4¼x5¾	48.6	99-2000	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Ster. FD,FW170-7½,9	....	200	P 40x8	DP44x10	Wau AB	6-4¼x5¾	48.6	99-2000	Zen	M	D-R	D-R	D.Own	Own	Spi	Tim	w2	Tim
Sterling FC170 7½..9	....	200	P 40x8	DP42x9	Wau RB	6-5x5½	60.	125-2000	Zen	M	D-R	D-R	D.Own	Own	Spi	Own	CD	Tim
Stewart..27XS 7 Ton	6190	165	B 10.50/24	DB10.50/24	Wau 6SRK	6-4¾x5½	51.2	105-2000	Str	V	D-R	D-R	D.B-L	B-L	Spi 6	Tim	WF	Eat
Walter...FHR8 7½T.	8000	Op	B10.50/2	DB10.5/ 24	Own 6	6-4¼x5½	48.6	110-1800	Zen	V	R-Bo	D-R	Own	Own	Own	Own	2D	Own
Walter...FHS...5-7T	7600	Op	B 9.75/24	DB9.75/24	Own 6	6-4¼x5½	48.6	110-1800	Zen	V	R-Bo	D-R	Own	Own	Own	Own	2D	Own
Ward La France 50D-7	....	Op	P 40x8	DP40x8	Wau SRL	6-4¾x5½	45.9	97-2000	Str	P	D-R	D-R	P.B-L	B-L	Spi	Tim	WF	Tim
Ward-La France..55B6	....	Op	B 9.75/20	DB10.50/20	Lyc	8-3¾x4¾	45	130-2800	Zen	M	D-R	D-R	P.B-L	Own	Spi 4	Tim	WF	Tim
Ward-La Fr.75RW7½	....	Op	B 10.50/20	DB10.50/20	Wau RB	6-5x5½	60	140-2000	Zen	M	D-R	D-R	P.B-L	Own	Spi 4	Tim	WF	Tim
Ward-La Fr.100RW10	....	Op	B 10.50/24	DB10.50/24	Wau RB	6-5x5½	60	140-2000	Zen	M	D-R	D-R	P.B-L	Own	Spi 4	Tim	WF	Tim
Witt-Will.....R55	5700	159	B10.50/20	DB10.50/20	Con 21R	6-4½x4¾	45.9	100-2600	Zen	M	D-R	D-R	D.B-L	B-L 60	Spi	Tim68700DH	WF	Tim 26050H
Woods.....105	6975	190	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	66.1	164-2000	Str	M	R-Bo	A-L	D.B-L	B-L 70	Blo 6	Tim 68720	2F	Tim
Six-Wheelers																		
Autocar.....G 10T	9000	171	P 36x8	DP36x8	Own	6-4½x4¾	48.6	101-2400	Str	V	D-R	L-N	D.B-L	B-L 70	Spi	Tim 300W	W	Tim 27450
Brockway.640, 10 Ton	....	212	P 38x7	S 36x10	Con	6-4¾x5¾	54.2	116-1800	Str	E	L-N	L-N	D. B-L	B-L	Spi 4	Tim	WF	Shu
Chicago.....1-56-D	....	174	B 9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	45.9	97-2000	Str	M	A-L	A-L	D.B-L	B-L60 Max	Spi 6	Tim 310	WF	Tim 26450
(Z)Corbitt.....20SW6	....	Op	B 7.50/20	DB7.50/20	Con 20R	6-4½x4¾	40.0	89-2400	Zen	M	D-R	D-R	P.B-L	B-L 615	Spi	TimSW100W	WF	Tim35 100Tw
(Z)Corbitt.....28SW6	....	Op	P 34x7	DP34x7	Con 21R	6-4¾x4¾	45.9	100-2600	Zen	M	D-R	D-R	P.B-L	B-L 607	Spi	TimSW200W	WF	Tim 26450W
(Z)Corbitt.....36SW6	....	Op	B 36x8	DP36x8	Con 21R	6-4¾x4¾	45.9	100-2600	Zen	M	D-R	D-R	P.B-L	B-L 607	Spi	TimSW310W	WR	Tim 27450W
(Z)Corbitt.....40SW6	....	Op	P 38x9	DP38x9	Con 16H	6-4¾x5¾	54.1	127-2300	Zen	M	D-R	D-R	P.B-L	B-L 707	Spi	TimSW410W	WR	Tim 27450W
Day Elder 285 8 Ton	5295	164	B 8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	45.9	100-2600	Zen	V	D-R	D-R	D.B-L	B-L 60	Blo	T. SWD200H	WF	Tim 36020H
Day Elder 345 10 Ton	6395	164	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	45.9	100-2600	Zen	V	D-R	D-R	D.B-L	B-L 70	Blo	T.SWD310W	WF	Tim36020TW
Day Elder 402 12 Ton	7495	164	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	54.2	127-2300	Zen	M	D-R	D-R	D.B-L	B-L 70	Blo	T.SWD410W	WF	Tim36020TW
Diamond T....801 4T	4140	189	P 36x8	P 36x8	Her YXC	6-4¾x4¾	45.9	94-2200	Zen	M	A-L	A-L	D. Cov	B-L 55	SpP 4	Own	WF	Shu 5582B
Diamond T ..1201 6T	5600	180	P 34x7	DP34x7	Her RXB	6-4½x5¼	48.6	110-2200	Zen	M	A-L	A-L	D.Cov	B-L60 Max	SpiB4	Tim SW200	WF	Tim 16300
Diamond T ..1602 8T	6400	175	P 36x8	DP36x8	Her RXC	6-4¾x5¼	51.3	114-2200	Zen	M	A-L	A-L	D. Cov	B-L60 Max	SpP	Tim SW310	WF	Shu
Diamond T...1603 8T	7500	184	P 36x8	DP36x8	Wau 6RB	6-5x5¾	60.0	127-2000	Zen	M	L-N	L-N	D.B-L	B-L 70	SpB	Tim SW310	WF	Shu
Douglas.....F66 5T	7900	Op	B 36x8	DP36x8	Bud GRB	6-4¼x6	48.6	114-1900	Zen	E	L-N	L-N	D.Ful	Ful H-OG	Blo	Wis 80177	WF	Shu 615
Fageol.....4-46	3900	172	P 32x6	DP32x6	Wau MK	6-4½x4¾	40.8	82-2200	Zen	V	D-R	D-R	P.B-L	B-L 314	Pe86	Tim Own	WF	Tim 33020
Fageol.....6-26	6000	195	B9.00/20	DB9.00/20	Wau SRL	6-4¾x5½	46.0	98-2000	Zen	V	D-R	D-R	P.B-L	B-L554&60	Pe86	Tim Own	2F	Tim 15302
Fageol.....6-46	6500	195	B9.00/20	DB9.00/20	Wau SRL	6-4¾x5½	46.0	98-2000	Zen	V	D-R	D-R	P.B-L	B-L554&60	Pe86	Tim Own	WF	Tim 15302
Fageol.....8-26	6300	195	B9.00/20	DB9.00/20	Wau SRL	6-4¾x5½	46.0	98-2000	Zen	V	D-R	D-R	P.B-L	B-L554&60	PeS6	Tim Own	WF	Tim 15302
Fageol.....8-46	6900	195	B9.00/20	DB9.00/20	Wau SRL	6-4¾x5½	46.0	98-2000	Zen	V	D-R	D-R	P.B-L	B-L554&60	PeS6	Tim Own	WF	Tim 15302
Fageol.....10-26	7400	184	B9.00/20	DB9.00/20	Wau AB	6-4¼x5¾	48.6	100-2000	Zen	V	D-R	D-R	P.B-L	B-L714&60	PeS6	Tim Own	2F	Tim 17300
Fageol.....10-46	8100	184	B9.00/20	DB9.00/20	Wau AB	6-4¼x5¾	48.6	100-2000	Zen	V	D-R	D-R	P.B-L	B-L714&60	PeS6	Tim Own	WF	Tim 17300
Federal.D2SW-2½-3T	1050	140	B 6.00/20	P 32x6	Con W10	4-3¾x4¾	24.0	48-2500	Zen	M	D-R	D-R	P.B&B	W-G-T9	Spi	Cla B373A	SF	Cla F212
Federal .E2SW-2½-3T	1150	145	B 6.00/20	P 32x6	Con 17E	6-3½x4	27.3	60-2300	Zen	M	D-R	D-R	P.B&B	W-G-T9	Spi	Cla B373A	SF	Cla F212
Federal...D2D.2½-3T	1350	140	B 6.00/20	P 32x6	Con W10	4-3½x4¾	24.0	48-2500	Zen	M	D-R	D-R	P.B&B	W-G-T9	Cle	Cla B373A	BF	Cla F212
Federal...E2D.2½-3T	1450	145	B 6.00/20	P 32x6	Con 17E	6-3½x4	27.3	60-2600	Zen	M	D-R	D-R	P.B&B	W-G-T9	Cle	Cla B373A	BF	Cla F212
Federal...A6SW,4T	2360	164	P 32x6	DP32x6	Con 16C	6-3¾x4½	27.3	64-2500	Zen	V	D-R	D-R	P.B&B	Own	Cle	Cla B610A	BF	Cla F304
F.W.D.....MX6-12T	....	170	P 40x10	DP40x10	Wau RB	6-5x5¾	60.0	125-2000	Zen	M	N-E	N-E	D B-L	B-L	Blo	Wis	2F	Wis
FWD X6 6T	6400	170	P 36x8	P36x8	Wau 8RL	6-4½x5½	45.9	102-2400	Zen	M	R-Bo	N-E	D. B-L	Own	Blo 4	Own X	BF	Own M
(X)Gen.Mt. T90 5 7½	5285	185	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	33.7	94-2500	Str	M	D-R	D-R	D.Own	Own	Pet	Own	WF	Own
(X)Gen.Mt..T95, 7-11	7545	189	P 34x7	DP34x7	Own 468	6-4¼x5½	43.3	113-2100	Str	M	D-R	D-R	D.	Own	Spi	Own	WF	Own
(X)Gen.Mt...T96, 7-9	7195	189	P 34x7	DP34x7	Own 468	6-4¼x5½	43.3	113-2100	Str	M	D-R	D-R	D.	Own	Spi	Own	2F	Own
G-P.65-6 SW,5-7 Ton	4465	158	B9.75/20	B9.75/20	Lyc TS	6-3½x5	36.4	97-2750	Str	M	A-L	A-L	D.Ful	Ful VUOG	MM7	Tim SW100	WF	Tim 33000H
G-P.65-8 SW, 5-7 Ton	4625	161	B9.75/20	B9.75/20	Lyc HF	8-3¾x4½	36.4	120-3200	Str	M	A-L	A-L	D.Ful	Ful VUOG	MM7	Tim SW100	WF	Tim 33000H
G-P.75 6 SW, 6 8 Ton	5525	174	B9.75/20	B11.25/20	Wau 8RL	6-4½x5½	45.9	100-2400	Str	M	A-L	A-L	D.Ful	Ful VUOG	MM7	Tim SW200	WF	Tim 26450H
G-P.75-8 SW, 6-8 Ton	5480	174	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	45.0	135-3000	Str	M	A-L	A-L	D.Ful	Ful VUOG	MM7	Tim SW200	WF	Tim 26450H
G-P.85-6 SW, 8-10 Ton	7455	169	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	48.6	100-2000	Str	M	A-L	A-L	D.Ful	Ful MHU	MM8	Wis SD310	DF	Tim27450TW
G-P.85-8 SW, 8-10 Ton	....	169	B10.50/24	B12.75/24	Lyc AED	8-3¾x4¾	45.0	140-3000	Str	M	A-L	A-L	D.Ful	Ful MHU	MM8	Wis SD310	DF	Tim27450TW
G-P.95-6SW,10-12Ton	8215	176	B10.50/ 24	B13.50/24	Wau 6RB	6-5x5¾	60.0	125-2000	Str	M	A-L	A-L	D.Ful	Ful MUH	MM8	Wis SD410	DF	Tim27450TW
Hendrickson.....32-S	5000	Op	B 9.00/20	DB9.00/20	Wau 6SRL	6-4¾x5½	45.9	87-2000	Zen	M	A-L	A-L	D.B-L	D.B-L 60-7	Blo 4	Own	2B	Cla
Hendrickson.....36-S	5500	Op	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	45.9	87-2000	Zen	M	A-L	A-L	D.B-L	D.B-L 60-7	Blo 4	Own	2F	Cla
Hendrickson.....38-D	8000	Op	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	45.9	87-2000	Zen	M	A-L	A-L	D.B L	D.B-L 60-7	Bl 5-4	Eat 44000	2F	Tim 16302
Hendrickson.....44-D	9000	Op	B9.75/22	DB9.75/22	Bud GF-6	6-4¾x6	59.1	126-1850	Zen	M	A-L	A-L	D.B L	D.B-L 70-7	Bl 5-6	Eat 44000	2F	Tim 27450
Hug.....97-6, 5T	....	Op	P 40x8	DP40x8	Bud BA6	6-4¼x5½	40.8	83-2100	Zen	M	R-Bo	D-R	B-L	B-L 55-7	Blo	Wis 1627KW	2F	Shu 678
Hug.....98-6, 7½	....	Op	P 40x8	P40x8	Bud GF6	6-4¾x6	54.1	126-1850	Zen	M	R-Bo	D-R	B-L	B-L714.703	Blo	Wis 1627KW	2F	Shu 678
Hug.....99-10T	....	148	S 36x8	S 40x16	Bud GF6	6-4¾x6	54.1	126-1850	Zen	M	R-Bo	D-R	B-L	B-L714.703	B6	Wis 410SD	2F	Shu 715-11
Indiana...640, 10 Ton	....	212	P 38x7	S 36x12	Con	6-4¾x5¾	54.2	116-1800	Str	E	L-N	L-N	D.B-L	B-L	Spi 4	Tim	WF	Shu
Kenworth...186-SDT	6450	...	B 9.75/20	DB9.75/20	Her WXC 2	6-4¼x4¾	48.6	98-2200	Zen	M	D-R	D-R	P.B-L	B-L 1554	Spi	T'SDT310W	2F	Tim 35000N
Kenworth...241-SDT	6850	...	B 9.75/20	DB9.75/20	Her RXB	6-4½x5½	48.6	110-2200	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	T'SDT310W	2F	Tim 36020N
Kenworth.....346A	8800	...	B 9.75/20	DB9.75/20	HaS 160	6-4¼x5½	43.3	1 0-2400	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 310W	WF	Tim 36020N
Kenworth.....346B	8550	...	B 9.75/20	DB9.75/20	Bud GF-6	6-3¾x6	54.1	126-1850	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 310W	WF	Tim 36020N
Kenworth.....346C	9500	...	B 9.75/20	DB9.75/20	HaS 175	6-5x6	60.0	159-2000	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	Tim 310W	WF	Tim 36020N
Kenworth.....386C	....	...	B 9.75/20	DB9.75/20	HaS 175	6-5x6	60.0	159-2000	Zen	M	D-R	D-R	P.B-L	B-L 714	Spi	TimSW410W	WF	Tim 36020N
Kleiber.....22DD 5T	....	192	P 32x6	DP32x6	Con 18R	6-4x4¼	38.4	82-2400	Str	V	R.Bo	-Bo	B-L	B-L 55-7	SpB	Ti.SW100TW	WF	Tim 15703H
Kleiber.....28DD	....	201	P 34x7	DP34x7	Con 20R	6-4¼x4¾	40.8	82-2400	Str	V	R.Bo	D-R	B-L	B-L 60-7	Spi	TiSW 200TW	WF	Tim 16302
Kleiber.....34DD	....	210	P 36x8	DP36x8	Con 21R	6-4¾x3¾	45.9	100-2600	Str	V	R.Bo	D-R	B-L	B-L 70-7	Spi	TiSW 300W	WF	Tim 16302
Kleiber.....34DDT	....	215	P 36x8	DP36x8	Bud GF6	6-4¾x6	54.1	126-1850	Str	V	R.Bo	D-R	B-L	B-L 70-7	Spi	TiSW 400W	WF	Tim 17300
La Fran.-Republic..Q6	....	Op	B 10.50/20	DB10.50/20	Alfco 312B	12-4x5	76.7	240-2900	Zen	M	D-R	D-R	dp.Lon	B-L 714	Blo 5	Tim SWD410	WF	Tim 27450
LeMoon.....H 46	4950	187	P 32x6	DP32x6	Wau 6SRL	6-4½x5½	45.9	87-2000	Str	M	A-L	A-L	D.B-L	B-L 51-5	Spi 3	Ti'63703-97H	WF	Tim 35000H
LeMoon.....HB56	5650	187	B 8.25/20	DB8.25/20	Wau 6SRL	6-4½x5½	45.9	87-2000	Str	M	A-L	A-L	D.Ful	Ful VUOG	Spi 3	Ti'65703-97H	WF	Tim 35000H
LeMoon.....HB60	6600	191	P 36x8	DP36x8	Wau 6SRL	6-4½x5½	45.9	87-2000	Str	M	A-L	A-L	D.B-L	B-L 60-7	Spi 4	Tim 65793-4	WF	Tim 26050H
LeMoon.....HWB100	8600	196	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	48.6	100-2000	Str	M	L-N	L-N	D.B-L	B-L 70-7	Spi 4	T'66797-8W	WF	Tim 27450H
LeMoon.....HWB120	9200	196	P 40x8	DP40x8	Wau 6RB	6-5x5¾	60.0	127-2000	Str	N	L-N	L-N	D.B-L	B-L 70-7	Spi 4	T'66797-8W	WF	Tim 27450H
Maccar.....SW86	....	206	B10.50/20	BD10.50/20	Her RXCP	6-4½x5¼	51.2	112-2000	Zen	M	D-R	D-R	B-L	B-L 615	Spi 4	TimSD 411-2	2F	Tim26450TW
Mack.....AC	7650	177	S 36x6	S 40x12	Own AC	4-5x6	40	77-1800	Str	V	R-Bo	.....	P.Own	Own AC	Spi 4	Own AC	CD	Own AK
Mack.....AC	9000	197	P 40x8	DP40x8	Own BK	6-4½x5½	48.6	126-2200	Str	V	R-Bo	N-E	P.Own	Own AC	Spi 4	Own AC	CD	Own AC
Mack.....AK	9500	204	B9.75/22	DB9.75/22	Own BK	6-4½x5½	48.6	126-2200	Str	V	R-Bo	N-E	P.Own	Own AC	Spi 4	Own	2F	Own AK
Mack.....AP	11500	197	S 36x6	S 40x12	Own AP	6-5x6	60.	150-2000	Str	V	R-Bo	N-E	P.Own	Own AC	Spi 4	Own AP	CD	Own AK
Mack.....AP	1200	304	B 9.75/22	DB9.75/22	Own AP	6-5x6	60.0	150-2000	Str	V	R-Bo	N-E	P.Own	Own AC	Spi 4	Own	2F	Own AK
Moreland.....BD 7	3565	184	P 34x7	P 34x7	Her WXB	6-3¾x4½	33.7	67-2400	Zen	M	A-L	A-L	P.B-L	B-L 314	Cle	Own	WF	Tim 14703
Moreland.....ED7	5285	196	P 36x8	P 36x8	Her WXC 2	6-4¼x4½	40.8	73-2000	Zen	M	A-L	A-L	P.B-L	B-L 51	Cle	Own	WF	Tim 16300
Morcland.....HD7	6585	220	B 9.00/20	DB9.00/20	Her YXC3	6-4¾x4¾	51.2	105-2200	Zen	M	A-L	A-L	P.B-L	B-L 554	Cle	Own	WF	Tim 16300
Moreland.....SD7	6860	221	S 36x7	S 36x10	Her YXC 3	6-4¾x4¾	51.2	105-2200	Zen	M	A-L	A-L	P.B-L	B-L 554	Cle	Own	WF	Tim 17300
Moreland.....TD7	8245	221	S 36x7	S 36x10	Con 16H	6-4¾x5¾	54.1	.....	Zen	M	A-L	N-E	P B-L	B-L 714	Cle	Own	WF	Tim 17300
Relay.....60SW 7T	6545	175	P 38x7	DP40x8	Bud BA6	6-4½x5¼	40.8	83-2100	Zen	V	A-L	A-L	Ful	Ful VU	Blo	Own 60	2F	Tim 15733H
Sterling.....FC8170	....	Op	P 36x8	DP36x8	Wau HB	6-4¼x5¾	43.4	90-2000	Zen	M	D-R	D-R	D Own	Own	Spi	Own	CD	Tim
Sterling.....FC8180	....	Op	P 40x8	DP40x8	Wau AB	6-4½x5¾	48.6	99-2000	Zen	M	D-R	D-R	D Own	Own	Spi	Own	CD	Tim
Sterling.....FC8210	....	Op	D 40x8	DP40x8	Wau RB	6-5x5¾	60.	125-2000	Zen	M	D-R	D-R	D Own	Own	Spi	Own	CD	Tim
White.630SW 200 3 T	....	193	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	38.4	82-1800	Zen	M	D-R	D-R	P.Own	Own 4B	.....	Tim SW200H	WF	Own 6D
White 642.....SW310	....	198	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	45.9	108-1800	Zen	E	L-N	L-N	dp.Own	Own 7B	Spi	Tim SW310w	WF	Own 12D
White 643.....SW410	....	198	S 40x8	DS40x8	Own 1AB	6-4¾x5¾	45.9	108-1800	Zen	E	L-N	L-N	dp.Own	Own 7B	Spi	TimSW410W	WF	Own 12D

U. S. GASOLINE TRUCK CHASSIS—
Continued

Key of References

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7-10 ton, $4,950, tires, S 36x5, DS 40x5; 11-14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(T)—Day-Elder 75-1½ ton. Same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. CS7 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(Z)—Larger engines and corresponding transmissions, clutches, axles, etc., provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follows.

Note: Models T-15 to T-61 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-15	4500 to 6500	1501 to 1708	½-1½
T-18	6000 to 8200	181-1 to 187-20	1-2
T-19	7500 to 10000	2201 to 2223	1½-2½
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
T-45	13500 to 16000	451-1 to 455-10	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	25000 to 30000	851-1 to 859-9	6-8
T-90	22000 to 28000	9001 to 9007	5-7½
T-95	30000 to 40000	951-1 to 956-9	7-11
T-96	28000 to 34000	961-1 to 965-8	7-9

American Truck Trends Clutch Types

(Based on number of models offered)

Chassis 1½ Tons and Less

	Per Cent Multiple Disk	Per Cent Single Plate
1928	31.4	68.6
1929	59.5	40.5
1930	64.5	35.5
1931	72.0	28.0
1932	70.0	30.0

Chassis 1½ Tons and Over

	Per Cent Multiple Disk	Per Cent Single Plate
1928	70.6	29.4
1929	80.5	19.5
1930	84.0	16.0
1931	87.5	12.5
1932	68.0	32.0

CONTINENTAL GASOLINE TRUCK CHASSIS

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carbureter Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH																										
Aries	3	161	65	S 1000x130	S 1000x130d	4-3.54x5 9	L.	4	Pin.	abe.	Pu.	Solex	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	2 Met.	Ch.	ET.	IR.	WS.	CSt.
Aries	5	161	65	S 1000x130	S 970x160d	4-3.93x5.11	L.	2	Pin.	abe	Pu.	Solex.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	2 Met.	Ch.	ET.	IR.	WS.	CSt.
Berliet	¾	111	51	P 14x45	P 14x45	4-2.55x4.3	L.	4	Pin.	abcd.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	1	121	52	P 14x45	P 15x45	4-3.14x5.11	L.	4	Pin.	abcd.	Pu.	Zen.	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	1¼	122	56	P 15x50	P 17x50	4-2.55x4.3	L.	4	Pin.	abcd.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	1¾	127	56	P 15x50	P 17x50	4-3.14x5.11	L.	4	Pin.	abcd.	Pu.	Zen.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	2¼	134	58	P 16x50	P 16x50d.	4-3.54x5.11	L.	4	Pin.	abcd.	Pu.	Zen.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	3	143	58	P 17x50	P 17x50d.	4-3.54x5.11	L.	4	Pin.	abcd.	Pu.	Zen.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Berliet	3¾	156	61	P 32x6	P 32x6d	4-3.74x5.51	L.	4	Pin	abe	Pu.	Zen.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Wo	IFR.	IR.	WW.	D.
Berliet	5	174	70	P 34x7	P 34x7d	4-4.33x5.51	L.	2	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Wo	IFR.	IR.	WW.	D.
Berliet	7	174	70	P 42x9	P 42x9d	4-4.33x6	I.	4	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Met.	Wo	IFR.	IR.	WW.	D.
Berliet	7½	166	71	P 38x7	S 970x180d	4-4.33x5.51	L.	2	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3 Met.	DR.	IFR.	IR.	WW.	D.
Berliet	12	174	74	S 1030x160	S 1030x250d	4-4.33x5.51	L.	2	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Sep.	4	C.	1 Met.	Ch.	IR.	IR.	WW.	CSt.
Berliet (3 Axle)	14	195	75	P 42x9	P 42x9d	6-4.33x5.51	I.	6	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Sep.	4	C.	1 Met.	Ch.	IR.	IR.	WW.	D.
Berliet Diesel	5½	166	72	P 38x7	S 970x160d	4-4.72x6.29	I.	4	Pin	abe	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Wo	IFR.	IR.	WW.	D.
Berliet Diesel	7½	141	80	S 950x140	S 1030x180d	6-4.72x6.29	I.	6	Pin	abe	Pu.		G.		Yes.	Yes.	MD.	Sep.	4	C.	1 Met.	Ch.	IR.	IR.	WW.	CSt.
Bernard	4½	169	66	P 32x6	P 32x6d.	4-3.74x5.0	L.	4	Pin	abe	ThS.	Solex.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	WS.	D.
Bernard	4½	181	66	P 210x20	P 210x20d.	6-3.74x4.5	L.	6	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	WS.	D.
Bernard	6	204	67	P 250x20	P 250x20d.	6-3.74x4.5	L.	6	Pin	abe	Pu.	Solex.	Vac.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	WS.	D.
Bernard	6½	244	74	P 270x20	P 270x20d.	8-3.74x4.72	L.	8	Pin	abe	Pu.	Solex.	Vac.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IT.	WS.	D.
Bernard	7½	189	74	P 270x20	P 270x20d.	6-3.74x4.5	L.	6	Pin	abe	Pu.	Solex.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IT.	WS.	D.
Chenard-Walcker	½	104	49	P 13x45	P 13x45	4-2.7x3.93	L.	4	Pin	abe	Pu.	Solex.	G	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Chenard-Walcker	¾	123	53	P 14x50	P 17x50	4-3.14x4.33	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 F 1 M	Sp.	IFR.	IR.	WS.	D.
Chenard-Walcker	1¼	121	53	P 14x50	P 14x50d.	4-3.14x4.33	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 F 1 M	Sp.	IFR.	IR.	WS.	D.
Citroen	½	117	52	P 14x45	P 14x45	4-2.95x3.93	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Citroen	¾	117	56	P 15x45	P 15x45	4-2.95x3.93	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Citroen	1¼	122	56	P 14x50	P 14x50d.	4-2.95x3.93	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Citroen	2	131	59	P 17x50	P 17x50d.	6-2.95x3.93	L.	6	Pin	abe	Pu.	Solex.	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Citroen (6 Wheel)	3½	161	59	P 7.5x20	P 7.5x20	6-2.95x3.93	L.	6	Pin	abe	Pu.	Solex.	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	3 Met.	Sp.	IFR.	ET.	WS.	D.
Citroen Tractor	5½	111	59	P 16x50	P 16x50d.	6-2.95x3.93	L.	6	Pin	abe	Pu.	Solex.	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Cottin-Desgouttes	4	177	66	P 36x6	P 36x6d.	4-4x4.75	L.	4	Pin	abe	Pu.	Zen.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	DR.	IFR.	IT.	SN.	D.
Delahaye	½	104	45	P 13x45	P 13x45	4-2.71x3.93	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Delahaye	¾	124	52	P 14x45	P 14x45	4-3.14x4.2	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Delahaye	1¼	131	56	P 30x5	P 32x6	4-3.14x4.2	L.	4	Pin	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Delahaye	2	143	63	P 33x5	P 33x5d.	4-3.34x5.11	L.	4	Pin	abe	Pu.	Solex.	Vac.	M.	Yes.	Yes.	Co.	Sep.	4	R.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Delahaye	4¼	163	66	P 34x7	P 34x7d.	4-3.93x6.29	L.	4	Pin	ab.	Pu.	Solex.	Vac.	M.	Yes.	Yes.	Co.	Sep.	4	R.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Delahaye	5½	163	66	P 34x7	P 34x7d.	4-3.93x6.29	L.	4	Pin	ab.	Pu.	Solex.	Vac.	M.	Yes.	Yes.	Co.	Sep.	4	R.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Delahaye	6	182	64	P 34x7	P 34x7d.	6-3.86x5.0	L.	6	Pin	ab.	Pu.	Solex.	Vac.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
De Dion Bouton	5	220	69	P 34x7	P 34x7d.	4-3.93x5.51	L.	4	Pin	abe	Pu.	Zen.	Vac.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IT.	SN.	D.
Dewald	2	127	63	P 35x5	P 36x8	4-3.54x5.51	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Wo	IFR.	IFR.	SN.	D.
Dewald	5	161	67	S 950x120	S 950x160d.	4-4.33x5.90	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	2 Met.	Ch.	ET.	IR.	WS.	W.
Dewald	7	161	67	S 850x160	S 970x180d.	4-4.33x5.90	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2 Met.	Ch.	ET.	IR.	WS.	W.
Dewald	10	196	67	S 900x180	S 970x200d.	4-4.33x5.90	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2 Met.	Ch.	ET.	IR.	WS.	W.
Delaunay-Belleville	1½	134	56	P 190x20	P 190x20	4-3.14x5.11	L.	4	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Delaunay-Belleville	2½	167	62	P 17x50	P 17x50d.	4-3.30x4.72	L.	4	Ch.	abe	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IFR.	SN.	D.
Lafly	2½	135	60	P 36x8	P 36x8	4-3.54x5.11	I.	4	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Lafly	4	177	60	P 36x7	P 36x7d.	4-3.54x5.11	I.	4	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Lafly	4	177	60	P 36x7	P 36x7d.	6-3.54x5.11	I.	6	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	6	C.	2 Fab.	DR.	IFR.	IT.	WS.	D.
Lafly	5	196	67	P 36x8	P 36x8d.	6-3.54x5.11	I.	6	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	6	C.	2 Fab.	DR.	IFR.	IT.	WS.	D.
Lafly	5	157	62	P 38x7	P 38x7d.	4-3.54x5.11	I.	4	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Lafly	6	196	68	P 38x9	P 38x9d.	6-3.54x5.1	I.	6	Pin	abe	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	6	C.	2 Fab.	DR.	IFR.	IR.	WS.	D.
Lafly (Diesel)	7	157	62	P 36x8	P 36x8d.	2-3.34x11.8	I.	2		abe	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	DR.	IFR.	IR.	WS.	D.
Latil	1½	135	64	P 16x50	P 16x50	4-3.54x5.11	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Latil	2½	153	64	P 30x5	P 30x5d.	4-3.54x5.11	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	3 Fab.	Sp.	IFR.	IR.	WS.	D.
Latil	3½	169	64	P 32x6	P 32x6d.	4-3.54x5.11	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	4 Fab.	Sp.	IFR.	IR.	WS.	D.
Latil (Tractor)	5	95	64	P 30x5	P 30x5d.	4-3.54x5.11	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Latil (Tractor)	10	104	64	P 32x6	P 32x6d.	4-4.12x6.29	L.	4	Pin	abe	Pu.	Solex.	Vac.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.
Latil (Tractor)	10	90	59	P 36x6	P 36x6d.	4-3.54x5.11	L.	4	Pin	abe	Pu.	Solex.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	4 Met.	Sp.	IT.	IFR.	WS.	D.
Latil	6	161	83	P 40x8	P 40x8d.	4-4.12x6.29	L.	4	Pin	abe	Pu.	Solex.	Vac.	M.	Yes.	Yes.	SP.	Eng.	4	C.	3 Met.	Sp.	ITR.	IR.	WS.	D.
Licorne	1½	134	57	P 820x120	P 835x135	4-2.63x4.72	L.	4	Pin	abe	ThS.	Solex.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Licorne	3½	156	67	P 855x155	P 855x155d.	4-3.34x5.11	L.	4	Pin	abe	ThS.	Solex.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Mathis	3	131	59	P 17x50	P 17x50d.	4-3.74x4.6	L.	4	Pin	abe	ThS.	Strom	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	SN.	D.
Mathis (6 Wheel)	4¾	170	62	P 34x7	P 34x7d.	6-3.38x4.7	L.	6	Pin	abe	ThS.	Strom	Vac.	B.	Yes.	Yes.	SP.	Eng.	4	C.	3 Fab.	Sp.	IFR.	IR.	SN.	D.
Panhard Levassor	2	128	53	P 14x45	P 14x45	4-3.34x3.46	SL.	4	Ch.	ab.	Pu.	Own.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	SN.	D.
Panhard Levassor	5	146	66	P 34x7	P 34x7d.	4-3.34x5.51	SL.	4	Ch.	ab.	Pu.	Own.	Pu.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IFR.	SN.	D.
Panhard Levassor	6	161	74	P 38x7	P 38x7d.	4-4.12x5.51	SL.	4	Ch.	ab.	Pu.	Own.	Pu.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IFR.	SN.	D.
Panhard Levassor	6½	161	74	P 38x7	P 38x7d.	4-4.12x5.51	SL.	4	Ch.	ab.	Pu.	Own.	Pu.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IFR.	SN.	D.
Panhard Levassor	8	161	74	P 40x8	P 40x8d.	4-4.72x5.51	SL.	4	Ch.	ab.	Pu.	Own.	Pu.		Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IFR.	SN.	D.
Panhard Levassor	8	161	74	P 40x8	P 40x8d.	4-3.93x5.51	SL.	4	Ch.	ab.	Pu.		G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	1 Met.	Sp.	IFR.	IR.	SN.	D.
Peugeot	¾	114	43	P 12x45	P 14x45	4-2.48x3.54	L.	4	Ch.	abe	Pu.	Solex.	Vac.	B.	Yes.	Yes.	SP.	Eng.	3	C.	1 Met.	Wo	IFR.	IFR.	SN.	D.
Peugeot	1¼	130	51	P 14x50	P 30x5	6-2.55x3.93	L.	6	Ch.	abe	Pu.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	1 Met.	Sp.	IFR.	IR.	SN.	D.
Renault	1¼	131	56	P 16x50	P 16x50	4-2.95x4.72	L.	4	Pin	ab.	ThS.	Own.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	SN.	D.
Renault	2	138	63	P 16x50	P 16x50d.	6-2.95x4.72	L.	4	Pin	abe	ThS.	Own.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	WS.	D.
Renault	2	139	63	P 17x50	P 17x50d.	4-2.95x4.72	L.	4	Pin	ab.	ThS.	Own.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	WS.	D.
Renault	3½	141	71	P 32x6	P 32x6d	6-2.95x4.72	L.	6	Pin	abe	ThS.	Own.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	1 Met.	Sp.	IFR.	IR.	WS.	D.
Renault	5½	204	77	P 250x22	P 270x22	4-4.33x6.29	L.	4	Pin	abe	ThS.	Own.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Sp.	IFR.	IR.	WS.	D.
Renault	7½	226	77	P 42x9	P 44x10d	4-4.33x6.29	L.	4	Pin	abe	ThS.	Own.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Sp.	IFR.	IR.	WS.	CSt.
Renault	8	149	77	S1030x160	S1030x225d	4-4.33x6.29	L.	4	Pin	abe	ThS.	Own.	G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Renault (Diesel)	7½	226	77	P 42x9	P 44x10d	6-4.52x6.29	I.	6	Pin	abe	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Sp.	IFR.	IR.	WS.	CSt.
Renault (Diesel)	8	149	77	S1030x160	S1030x225d	4-4.52x6.69	I.	4	Pin	abe	Pu.		G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Rochet Schneider	3½	146	65	P 32x6	P 32x6d	4-3.14x5.11	L.	4	Pin	abe	ThS.	Zen.	Vac.	M.	Yes.	Yes.	Co.	Eng.	4	C.	1 Met.	DR.	IFR.	IR.	WS.	D.
Rochet Schneider	4½	164	65	P 34x7	P 34x7d	4-3.74x5.51	L.	4	Pin	abe	ThS.	Zen.	Vac.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	DR.	IFR.	IT.	WS.	D.
Rochet Schneider	5	164	65	P 38x7	P 38x7d	4-4.12x5.51	L.	4	Pin	abe	ThS.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	DR.	IFR.	IT.	WS.	D.
Roy Georges	1¼	125	55	P 15x50	P 15x50	4-2.75x3.93	L.	4	Ch.	abe	ThS.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab.	DR.	IFR.	IR.	WS.	D.
Roy Georges	2	145	55	P 16x50	P 16x50d	4-3.03x4.4	L.	4	Ch.	abe	ThS.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	DR.	IFR.	IR.	WW.	D.
Saurer	3	165	65	P 36x7	P 36x7d	4-3.93x5.9	I.	4	Pin	Spl.	Pu.	Clau.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WW.	D.
Saurer	5	196	66	P 40x8	P 40x8d	4-4.33x7.08	L.	4	Pin	Spl.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	R.	2 Met.	Sp.	IR.	IR.	WS.	D.
Saurer	4	196	67	P 36x7	P 36x7d	6-3.93x5.11	I.	6	Pin	a.	Pu.	Clau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer	4	196	67	P 36x7	P 36x7d	6-4.33x5.9	I.	6	Pin	a.	Pu.	Clau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer	6	228	72	P 40x8	P 40x8d	6-3.93x5.11	I.	6	Pin	a.	Pu.	Clau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer	6	228	72	P 40x8	P 40x8d	6-4.33x5.9	I.	6	Pin	a.	Pu.	Clau.	G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer (Diesel)	3	196	66	P 36x7	P 36x7d	4-4.33x5.9	I.	4	Pin	a.	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer (Diesel)	5	228	72	P 40x8	P 40x8d	6-4.33x5.9	I.	6	Pin	a.	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Saurer 6 wh. (Diesel)	14	196	72	P 42x9	P 42x9d	6-4.33x5.9	I.	6	Pin	a.	Pu.		G.		Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Sima-Standard	¾	111	47	P 14x45	P 14x45	4-2.67x3.54	L.	4	Pin.	a.	ThS.	Solex.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	1 Fab.	Sp.	IFR.	IR.	SN.	D.

CONTINENTAL GASOLINE

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Tire Size and Type: Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH—Cont.																										
Somua	3½	166	65	P 36x7	P 36x7d	4-3.93x5.90	F..	4	Pin	abc..	Pu..	Solex.	G...	M.	Opt.	Opt.	SP...	Sep..	4	C..	2 Met..	IG.	ER..	ET..	WW.	D...
Somua	5½	177	68	P 36x7	P 36x7d	4-3.93x5.90	F..	4	Pin	abc..	Pu..	Solex.	G...	M.	Opt.	Opt.	SP...	Sep..	4	C..	2 Met..	IG.	ER..	ET..	WW.	D...
Somua	6	176	68	P 36x7	P 36x7d	4-3.93x5.90	F..	4	Pin	abc.	Pu.	Solex.	G...	M.	Opt.	Opt.	SP...	Sep..	4	C..	2 Met..	IG.	ER..	ET..	WW.	D...
Somua	10	168	68	S 970x160	S 970x200d	4-3.93x5.90	F..	4	Pin	abc	Pu..	Solex.	G...	M.	Opt.	Opt.	SP.	Sep..	4	C..	2 Met..	IG.	ER..	ET..	WW.	CSt.
Unic	2	134	57	P 16x50	P 16x50d	4-3.14x5.11	L..	4	Ch...	abc	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Sp...	IFR..	IR..	WS..	D...
Unic	2¾	141	61	P 17x50	P 17x50d	4-3.14x5.11	L..	4	Ch...	abc	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Sp...	IFR..	IT..	WS..	D...
Unic	3½	173	65	P 8.25x22	P 8.25x22d	4-3.34x5.51	L..	4	Ch...	abc	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 M 1 F	DR..	IFR..	IT..	WS..	D...
Unic	3½	157	65	P 8.25x22	P 8.25x22d	4-3.34x5.51	L..	4	Ch...	abc	Pu.	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 M 1 F	DR..	IFR..	IT..	WS..	D...
Willeme (Diesel)	1	78	56	P 6x20	P 6x20	1-2.55x8.26	..	1	....	ab..	ThS..	.....	G...	.	Yes.	Yes.	SP.	Eng..	3	C..	2 Fab..	Sp...	IR.	IR.	WS.	D...
Willeme (Diesel)	6	160	63	P 40x8	P 40x8d	2-3.34x11.8	..	2	....	ab.	Pu..	.	G...	.	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Wo	IR.	IR..	WS..	D...
Willeme	6	160	63	S 36x5	S 40x12	4-4.75x6	L..	2	Pin	abc	Pu..	Solex.	G...	M.	Yes.	Yes.	MD..	Sep..	4	C..	2 Met..	Wo	IR.	IR..	WS.	CSt.
Willeme	7½	160	63	S 36x6	S 40x14	4-4.75x6	L..	2	Pin	abc	Pu..	Solex.	G...	M.	Yes.	Yes.	MD..	Sep..	4	C..	2 Met..	Wo	IR.	IR..	WS.	CSt.
Willeme (Diesel)	8	160	63	P 42x9	P 44x10d	3-3.34x9.44	..	3	....	abc	Pu..	.	G...	.	Yes.	Yes.	MD..	Sep..	8	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Willeme	10	160	63	S 36x6	S 40x16	4-5x6	L..	2	Pin	abc	Pu..	Solex.	G...	M.	Yes.	Yes.	MD..	Sep..	8	C..	2 Met..	Wo	IR.	IR..	WS.	CSt.
Willeme (6 wheel)	12	240	63	P 40x8	P 40x8d	4-5x6	L..	2	Pin	abc	Pu..	Solex.	G...	M.	Yes.	Yes.	MD..	Sep..	8	C..	2 Met..	Wo	IR.	IR..	WS.	CSt.
BELGIAN																										
Brossel	6	216	67	P 38x8	P 38x8d	6-4.13x5.11	L..	6	Pin	abc..	Pu...	Zen..	Pu..	M.	Yes.	Yes.	SP..	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WS..	D...
Brossel	6	177	68	P 36x8	P 36x8d	4-3.93x5.90	L..	4	Pin	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD..	Sep..	4	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Brossel	7	177	68	P 40x8	P 40x8d	4-4.13x5.11	L..	4	Pin	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD.	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Brossel	4	165	62	P 34x7.5	P 34x7.5d	4-3.74x5.90	L..	4	Pin	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	SP.	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Brossel	5	165	62	P 38x9	P 38x9	4-3.93x5.90	L..	4	Pin	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	SP.	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Brossel	4	165	62	P 34x7	P 34x7d	4-3.74x5.90	L..	4	Pin	abc..	Pu.	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WS.	D...
Dasse	1½	127	59	P 36x8.25	P 36x8.25	4-3.14x5.11	I..	4	Pin	abc..	Pu.	Zen..	Vac.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Sp...	IFR..	IR..	WS.	D...
Dasse	4½	181	61	P 7.5x20	P 7.5x20d	8-2.87x4.72	L..	8	Pin	abc.	Pu.	Solex.	Vac.	B..	Yes.	Yes.	SP.	Eng..	4	C..	4 Fab.	DR.	IFR..	IR..	SN..	D...
F. N.	½	110	50	P 740x140	P 740x140	4-2.83x3.93	I..	4	Pin	abc..	ThS..	Solex.	G...	B..	Yes.	Yes.	SP...	Eng..	4	C..	2 Fab..	Sp...	IFR..	IR..	WS.	D...
F. N.	2	165	56	P 32x6	P 32x6	8-2.83x3.93	L..	8	Pin	abc..	Pu.	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	4	C..	3 Met..	Sp...	IFR..	IR..	WS.	D...
Miesse	4	168	68	P 40x10.5	P 40x10.5	4-3.14x5.11	I..	4	Ch...	abc..	Pu..	Zen..	Vac.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Wo	IFR..	IR..	WS.	D...
Miesse	4	168	68	P 40x10.5	P 40x10.5	8-3.14x5.11	I..	8	Ch...	abc..	Pu..	Zen..	Vac.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Wo	IFR..	IR..	WS.	D...
Miesse	5	181	68	P 36x8	P 36x8d	8-3.14x5.11	I..	8	Ch...	abc..	Pu..	Zen..	Vac.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Wo	IFR..	IR..	WS.	D...
Miesse	5	181	68	P 36x8	P 36x8d	8-3.14x5.11	I..	8	Ch...	abc..	Pu..	Zen..	Vac.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Fab..	Wo	IFR..	IR..	WS.	D...
Minerva	3½	169	58	P 32x6	P 32x6d	6-2.95x4.40	Sl..	6	Ch...	abc..	Pu.	Zen..	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C..	3 Met..	Sp...	IFR..	IT.	SN..	D...
Minerva	4	190	68	P 36x8.25	P 36x8.25d	6-3.74x5.51	Sl..	6	Ch...	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD..	Eng..	4	C..	1 F 2 M	Sp...	IFR..	IFT..	SN..	D...
Minerva	4¼	169	67	P 34x7	P 34x7d	4-3.54x5.51	Sl..	4	Ch...	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD..	Eng..	4	C..	1 F 2 M	Sp...	IFR..	IFT..	SN..	D...
Minerva	5½	170	68	P 36x8	P 36x8d	4-4.33x5.51	Sl..	4	Ch...	abc..	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD..	Eng..	4	C..	1 M 2 F	Sp...	IFR..	IFT..	SN..	D...
Minerva	6	209	67	P 38x9.75	P 38x9.75d	6-3.74x5.51	Sl..	6	Ch...	abc..	Pu..	Zen..	Pu.	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Fab..	Sp...	IFR..	IFT..	SN..	D...
ITALIAN																										
Fiat	¾	112	55	P 30x5	P 30x5	4-2.63x4.01	L..	4	Ch...	abc..	Pu...	Solex.	G...	B..	Yes.	Yes.	SP..	Eng..	4	C..	2 Met..	Sp...	IFR..	IT..	WW.	D...
Fiat	2¼	125	57	P 32x6	P 32x6d	6-2.83x4.01	L..	6	Ch...	abc..	Pu..	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Met..	Wo	IFR..	IR..	WW.	D...
Fiat (Diesel)	4	147	67	P 36x8	P 36x8d	4-4.52x6.29	I..	4	Pin	abc..	Pu..	....	G...	.	Yes.	Yes.	MD.	Eng..	4	C..	3 Fab..	Wo	IFR..	IT..	WW.	D...
Fiat (Diesel)	6	169	71	P 42x9	P 42x9d	6-4.13x6.29	I..	6	Pin	abc..	Pu..	....	G...	.	Yes.	Yes.	MD.	Eng..	4	C..	3 Fab..	Wo	IFR..	IT..	WW.	D...
Lancia	2	170	64	P 955x155	P 955x155d	4-4.33x5.11	L..	4	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	SP.	Sep..	4	C..	2 Met..	Sp...	IFT..	IR..	WS.	D...
Lancia	2½	185	64	P 955x155	P 955x155d	4-4.33x5.11	L..	4	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	SP.	Sep..	4	C..	2 Met..	Sp...	IFT..	IR..	WS.	D...
Lancia	4	233	73	P 985x205	P 985x205	6-3.93x5.9	I..	6	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	SP.	Eng..	4	C.	2 M 1 F	Sp...	IFR..	IR.	WS.	D...
Spa	2½	137	59	P 32x6	P 32x6d	4-3.34x4.72	L..	4	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	MD..	Eng..	4	R.	1 Met..	DR.	IFR..	IFRT	WS.	D...
Spa	3	177	61	P 34x7	P 34x7d	4-3.93x5.51	L..	4	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Fab..	DR..	IFR..	IFRT	WS.	D...
Spa	5	157	65	P 36x8	P 36x8d	4-3.93x5.51	L..	4	Pin	abc..	Pu..	Zen..	V.	M.	Yes.	Yes.	MD..	Eng.	4	C..	3 Fab..	DR..	IFR..	IFRT	WS.	D...
GERMAN																										
Adler L4	¾	124	53	P 6x20	P 6x20	4-2.95x4.33	L..	4	Ch...	abce..	Pu..	Solex.	V..	B..	Yes.	Yes.	SP..	Eng..	3	C..	2 Met..	Sp...	EF..	ET..	WS..	D...
Adler L6	1	131	57	P 6.5x20	P 6.5x20	6-2.95x4.33	L..	6	Ch...	abce.	Pu.	Pal..	V.	B..	Yes.	Yes.	SP.	Eng..	3	C..	2 Met..	Sp...	EF..	ET..	WS.	D...
Adler L6	1½	164	57	P 7x20	P 7x20	6-2.95x4.33	L..	6	Ch...	abce.	Pu.	Pal..	V.	B..	Yes.	Yes.	SP.	Eng..	3	C..	2 Met..	Sp...	EF..	ET..	WS.	D...
Brennabor C33	0.3	90	49	P 4.5x18	P 4.5x18	4-2.44x3.26	L..	4	He...	SpP..	ThS..	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	3	C..	2 Fab..	Sp...	IF..	IR..	WW.	D...
Brennabor NL31	0.75	110	52	P 5.25x18	P 5.25x18	4-2.91x3.78	L..	4	He...	abcde	Pu.	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	3	C..	2 Fab..	Sp...	IF..	IR..	WS.	D...
Brennabor BL35	1	118	52	P 5.25x18	P 6.5x18	6-2.91x3.78	L..	6	He...	abcde	Pu.	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	3	C..	2 Fab..	Sp...	IF..	IR..	WS.	D...
Brennabor ATZ32	2	156	56	P 6x20	P 7.5x20	6-3.03x4.37	L..	6	Ch...	abcde	Pu.	Solex.	V.	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Met..	Sp...	IF..	ET..	WS	A...
Buessing-NAG 150	2.2	144	59	P 7x20	P 7x20	4-3.54x4.92	I..	4	He...	abc	Pu.	Sum.	G...	B..	Yes.	Yes.	SP.	Eng..	3	C..	1 Fab..	Sp...	IF..	IFET	SN..	D...
Buessing-NAG 200	2.7	144	64	P 6x20	P 6x20d	4-3.54x4.92	I..	4	He...	abc	Pu.	Sum.	G...	B..	Yes.	Yes.	SP.	Eng..	3	C..	1 Fab..	Sp...	IF..	IFET	SN..	D...
Buessing-NAG 250	3.2	161†	63	P 6.5x20	P 6.5x20d	4-3.54x4.92	I..	4	He...	abc	Pu.	Sum.	Pu.	B..	Yes.	Yes.	SP	Eng..	3	C..	2 Fab..	Sp...	IF..	IRET	SN..	D...
Buessing-NAG 275	3½	177	63	P 7x20	P 7x20d	6-3.3x4.72	I..	6	He...	abc	Pu.	Pal..	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Fab..	Sp...	IF..	IRET	SN..	D...
Buessing-NAG 300	4	200†	65	P 7.25x20	P 7.25x20d	6-3.3x4.72	I..	6	He...	abc	Pu.	Pal..	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Fab..	Sp...	IF..	IRET	SN..	D...
Buessing-NAG 350	5	216†	65	P 8.25x20	P 8.25x20d	6-3.7x6.61	I..	6	Ch...	abc	Pu.	Solex.	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Fab..	Sp...	IF..	IRET	SN..	D...
Buessing-NAG 40	5½	208†	72	P 40x8	P 40x8d	6-4.52x5.9	I..	2	He...	abce.	Pu.	Own†	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	Sp...	IF..	ET..	WW.	D...
Buessing-NAG 50	7†	204†	75	P 40x9†	P 40x9†d	6-4.52x5.9	I..	2	He...	abce.	Pu.	Own†	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	DR..	IF..	ET..	WW.	StS.
Buessing-NAG 80/Sixwheeler	9½†	281†	75	P 13.5x20†	P 13.5x20†d	6-4.92x6.3	I..	2	He...	abce.	Pu..	Own†	V..	M.	Yes.	Yes.	Co.	Sep..	4	C..	6 Met..	Sp...	IS..	IM..	WW.	StS.
Buessing-NAG 3GL6/Sixwheeler	4	202	67	P 9x20	P 9x20d†	6-4.52x5.9	I..	2	He...	abce.	Pu.	Own.	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	4 Met..	Sp...	IS..	IMR.	WW.	D...
Daimler-Benz L2000 "Mercedes"	2.7	137	62	P 6x20	P 6x20d	6-3.15x5.11	L..	6	He...	ab..	Pu..	Solex.	G...	B..	Yes.	Yes.	SP..	Eng..	4	C..	2 Met..	Sp...	IF..	IR.	SN..	D...
Daimler-Bz. LO2500 "Mercedes"	3.2	157	62	P 6.5x20	P 6.5x20d	6-3.15x5.11	L..	6	He...	ab..	Pu..	Solex.	G...	B..	Yes.	Yes.	SP.	Eng.	4	C..	1 F 2 M	Sp...	IF..	IR.	SN..	D...
Daimler-Benz L2750 "Mercedes"	3.6	157	63	P 7x20	P 7x20d	6-3.24x5.11	L..	6	He...	ab..	Pu..	Solex.	G...	B..	Yes.	Yes.	SP.	Eng..	4	C..	1 F 2 M	Sp...	IF..	IR..	SN..	D...
Daimler-Bz. LO3000 "Mercedes"	4	177	66.5	P 7.25x20	P 7.25x20d	6-3.24x5.11	L..	6	He...	ab..	Pu..	Solex.	Pu..	B..	Yes.	Yes.	SP.	Eng..	4	C..	1 F 2 M	Sp...	IF..	IF...	SN..	D...
Daimler-Benz L4000 "Mercedes"	5½	165	67.7	P 38x7	P 38x7d	6-4.13x5.9	L..	3	He...	ab..	Pu..	Pal..	V..	M.	Yes.	Yes.	MD.	Eng..	4	C..	1 F 1 M	DR..	IF..	IF...	SN..	D...
Daimler-Bz. LO4000 "Mercedes"	5½	226	69.6	P 38x7	P 38x7d	6-4.13x5.9	L..	3	He...	ab..	Pu..	Pal..	V.	M.	Yes.	Yes.	MD.	Eng..	4	C.	1 F 1 M	DR..	IF..	IF...	SN..	D...
Daimler-Bz. LO4000 "Merced."(Diesel)	5½	226	70	P 38x7	P 38x7d	6-4.13x6.49	I..	3	He...	abd..	Pu..	None	Pu..	.	Yes	Yes.	SP...	Eng..	4	C.	FM..	DR..	IF..	IF...	SN..	D..
Daimler-Benz L5000 "Mercedes"	7½	177	71.6	P 40x8	P 40x8d	6-4.15x5.9	L..	3	He...	ab..	Pu..	Pal..	V..	M.	Yes.	Yes.	MD.	Eng..	4	C..	FM....	DR..	IF..	IF...	SN..	StS.
Daimler-Benz L5000 "Merced."(Diesel)	7½	177	71.6	P 40x8	P 40x8d	6-4.13x6.49	I..	3	He...	abd..	Pu..	None	Pu..	.	Yes.	Yes.	SP..	Eng..	4	C..	FM....	DR..	IF..	IF...	SN..	StS.
Daimler-Bz. LO8500 "Mercedes" 6 wh.	10	276	77	P 40x10	P 40x10	6-4.13x5.9	L..	3	He...	ab..	Pu..	Pal..	V..	M.	Yes.	Yes.	MD.	Eng..	4	C..	1 F 2 M	DR..	IS..	IM..	SN..	StS
Daimler-Bz. LO8500 "Merced."(Diesel) 6-wheeler	10	276	77	P 40x10	P 40x10	6-4.13x5.9	I..	3	He...	abd..	Pu..	None	Pu..	.	Yes.	Yes.	SP...	Eng..	4	C..	1 F 2 M	DR..	IS.	IM..	SN..	StS
Faun FM	3½	165	71	P 32x6	P 32x6d	6-3.7x6.61	I..	6	He...	abce.	Pu.	Solex.	Pu.	Mb	Yes.	Yes.	SP..	Eng..	4	C.	FM....	DR.	IF..	IR.	SN..	D...

TRUCK CHASSIS—Continued

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Tire Size and Type: Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheel Type
GERMAN—Cont.																										
Faun	5L	7½	189	75	P 40x8	P 40x8d	6-3.7x6.61	I..	6	He...	abee..	Pu...	Solex	Pu..	Mb	Yes.	Yes.	SP..	Eng..	4	C..	FM....	DR..	IF...	IR..	SN..	D...
Faun (Gas Electric)	MW10	9	157	69	P 42x9	P 42x9d	6-3.7x6.61	I..	6	He...	abee..	Pu...	Solex	Pu..	Mb	Yes.	Yes.	N...	N...	N	N..	N....	GE..	IR.	IR.	SN..	CtS.
Faun	M6	5	148	62	P 25x6	P 25x6d	6-3.22x4.8	L..	6	Ch...	abe	Pu..	Solex	V...	B..	Yes.	Yes.	SP..	Eng..	4	C..	FM....	DR..	IF...	IF...	SN..	D...
Frankenberg Frame (Three-Wheeler)		½	97	51	P 27x4	P 27x4	1-2.63x2.67	2C.	1	N...	Petro	Air..	Fra..	G...	B..	No..	Yes.	MD..	Eng..	3	..	Met...	Ch...	IR.	IR.	HB..	D...
Goliath (3-wh.)	Rapid	½	77	52	P 4x19	P 4x19	1-2.48x2.52	2C.	1	No...	Petro	Air..	Zen..	G...	M.	No..	Yes.	MD..	Sep..	3	C..	None...	Ch...	I3wh.	ER	.....	D...
Goliath (3-wh.)	Standard S	0.75	86	53	P 4.5x18	P 4.5x18	1 (24c. in.)	2C.	1	No...	Petro	Air..	Zen..	G...	M.	No..	Yes.	SP..	Eng..	3	C..	2 Fab..	Wo	I3wh.	ER	.....	D...
Goliath (3-wh.)	Standard K	0.65	86	53	P 4.5x18	P 4.5x18	1 (21c. in.)	2C.	1	No...	Petro	Air..	Zen..	G...	M.	No..	Yes.	MD..	Sep..	3	C..	None...	Ch..	I3wh.	ER	....	D...
Goliath (4-wh.)	Express	¾	98	53	P 4.5x18	P 4.5x18	2 (37c. in.)	2C.	1	No...	Petro	Air..	Zen..	G...	B..	Yes.	Yes.	SP...	Eng..	3	L.	2 Fab..	Wo	IF.	IF...	WS..	D...
Hansa-Lloyd	Bremen	2	161	60	P 6x20	P 6x20d	4-3.7x4.64	L..	4	He...	ab..	P....	Solex	G...	B..	Yes.	Yes.	SP..	Eng..	4	C..	3 Fab..	Sp...	EF..	ET..	SN..	D...
Hansa-Lloyd	Europa	2½	177	60	P 7x20	P 7x20d	6-3.7x4.64	L..	6	He...	ab..	P....	Solex	Pu..	B†.	Yes.	Yes.	MD..	Eng..	4	C..	3 Fab..	Sp...	IF...	ET..	SN..	D...
Hansa-Lloyd	Roland	4†	193	68	P 8.25x20	P 8.25x20d	6-4.13x4.42	L..	6	He...	ab...	P....	Solex	V..	B..	Yes.	Yes.	MD..	Eng..	4	C..	3 Fab..	Wo	IF...	ET..	SN..	D...
Henschel	3E	4½	171	71	P 34x7	P 34x7d	4-4.73x6.7	I..	4	He...	ab...	Pu..	Pal..	V..	M.	Yes.	Yes.	MD..	Sep..	4	C..	3 Fab..	Sp...	IF...	IR.	WW.	D...
Henschel	4E	5½	177	73	P 36x8	P 36x8d	4-4.72x6.7	I..	4	He...	ab...	Pu..	Pal..	V..	M.	Yes.	Yes.	MD..	Sep..	4	C..	3 Fab..	Sp...	IF...	IR.	WW.	D...
Henschel	5C/6C	7½	178	73	P 40x8	P 40x8d	6-5.2x6.3	I..	6	He...	ab...	Pu..	Pal..	V..	M.	Yes.	Yes.	MD..	Sep..	4	C..	3 Fab..	DR..	IF...	IR.	WW.	D...
Henschel (6-wh.)	33D1	4½	191	71	P 36x8.25	P 36x8.25	6-4.72x6.3	I..	6	He...	ab...	Pu..	Pal..	V..	M.	Yes.	Yes.	MD..	Sep..	5	C.	6 MF	Wo	IF...	IR.	WW.	D...
Henschel (6-wh.)	33D2	6	244	74	P 9x20	P 9x20d	6-4.72x6.3	I..	6	He...	ab...	Pu.	Pal..	V..	M.	Yes.	Yes.	MD..	Sep..	5	C..	6 MF	Wo	IS.	IF...	WW.	D...
Henschel (6-wh.)	36F3	10	292	78	P 40x10	P 40x10d	6-4.92x6.3	I..	6	He...	ab..	Pu.	Pal..	V.	M.	Yes.	Yes.	MD..	Sep..	5	C..	7 MF	Sp...	IS	IF...	WW.	CS..
Krauss-Maffei	(art.6-wh.) MSZ-10	Trac..	94	57	P 32x6	P 32x6d	4-3.93x5.9	L.	4	He...	ab..	Pu.	Ork..	G...	M.	Yes.	Yes.	MD..	Eng.	5	C..	1 Met..	DR..	IR.	IR.	SN..	CS..
Krupp	L2H42	2.7	141	61	P 6x20	P 6x20d	4-3.54x4.72	I..	1	Sp...	abe	Air..	Solex	G...	B..	Yes.	Yes.	SP.	Eng.	4	C	3 Met..	Sp...	IF...	ET..	WW.	D...
Krupp	L3M42	4½	157	69	P 7.5x20	P 7.5x20d	4-4.13x6.3	I..	4	Sp...	abe	Pu.	Solex	Pu..	B..	Yes.	Yes.	SP.	Eng.	4	C..	3 Met..	Sp...	IF...	IR.	WW.	D...
Krupp	L5N62	7½	196	67	P 40x8	P 40x8d	6-3.93x6.3	I..	6	Sp...	abe	Pu.	Solex	Pu..	M.	Yes.	Yes.	SP.	Eng.	4	C	MF....	DR..	IF...	IR.	SN..	D...
Krupp (6-wh.)	L3H63/SwA	5.7	165	68	P 7.5x20	P 7.5x20d	6-3.54x6.3	I..	6	Sp...	abe	Pu.	Solex	Pu..	M.	Yes.	Yes.	SP.	Eng..	8	C..	4 Met..	Wo	IS.	IF...	SN..	StS.
Krupp (6 wh.)	L8N63	10	189	78	P 12x20	P 12x20	6-5.12x6.3	I..	3	Sp...	abe	Pu.	Solex	Pu.	O..	Yes.	Yes.	SP..	Sep..	4	L.	2 Fab..	DR..	IS.	IF...	SN..	StS.
Magirus	M20	2.8	157	66	P 6x20	P 6x20d	6-3.46x4.92	L.	6	He...	abee.	Pu.	Solex	G...	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	Sp...	IF...	IR.	SN..	D...
Magirus	M25	3.3	157	66	P 6.5x20	P 6.5x20d	6-3.46x4.92	L..	6	He...	abee.	Pu.	Solex	G...	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	Sp...	IF...	IR.	SN..	D...
Magirus	M30	4	177	66	P 7.25x20	P 7.25x20d	6-3.46x4.92	L..	6	He...	abee.	Pu.	Zen..	G...	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	Sp...	IF...	IR.	SN..	D...
Magirus	M40	5	177	67	P 34x7.5	P 34x7.5d	6-4.13x5.9	L..	6	He...	abee.	Pu.	Solex	V.	M.	Yes.	Yes.	MD..	Eng.	4	C..	Met....	DR..	IF...	IR.	SN..	D...
Magirus	M50	6	189	76	P 38x9	P 38x9d	6-4.13x5.9	L.	6	He...	abee.	Pu.	Zen..	V.	M.	Yes.	Yes.	MD..	Sep..	4	C..	FM....	DR..	IF...	IR.	SN..	StS.
M.A.N.	KV8/4	7	220†	73	P 42x9	P 42x9d	4-4.52x7.08	L..	4	He...	SpP..	Pu.	Pal..	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	FM....	DR.	ET..	ER	WW.	StS.
M.A.N.	F1H6	7†	224†	71	P 38x9	P 38x9d	6-4.33x6.49	L..	2	He...	abee.	Pu.	Pal..	V.	M.	Yes.	Yes.	MD..	Sep.	4	C.	FM....	DR.	IF...	IF...	WW.	D...
M.A.N.	F1H6-Diesel	7†	224†	71	P 38x9	P 38x9d	6-4.72x6.49	I..	6	He...	abee.	Pu.	Die..	Pu..	.	Yes.	Yes.	MD..	Sep..	4	C.	FM....	DR.	IF...	IF...	WW.	D...
M.A.N.	S1H6/6-wh.	10†	222†	74	P 40x10	P 40x10	6-4.72x7.08	I..	6	He...	abee.	Pu.	Pal..	V.	M.	Yes.	Yes.	MD..	Sep..	4	C..	FM....	Wo	IS.	IMR.	WW.	StS.
Nacke		3½	161	63	P 32x6	P 32x6d	4-4.52x5.9	L..	2	Sp...	ab..	Pu.	Pal..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	Fab..	Wo	IF...	ET..	SN..	D...
Nacke		4	165	67	P 38x7	P 38x7d	4-5.11x6.7	L.	2	Sp.	ab..	Pu.	Pal..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C.	Fab..	Wo	IF...	ET..	SN..	D...
Nacke		5½	177	67	P 40x8	P 40x8d	6-4.52x5.9	L.	2	Sp...	ab.	Pu.	Pal..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C.	Fab..	Wo	IF...	ET..	SN..	D...
Opel	3.5-34	2	134	61	P 6x20	P 6x20d	6-3.12x4.62	L..	6	Ch...	abcd.	Pu.	Solex	Pu.	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	Sp.	IF...	ET..	WS..	D...
Opel	3.5-57	2½	157½	61	P 6x20	P 6x20d	6-3.12x4.62	L..	6	Ch...	abcd.	Pu.	Solex	Pu.	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	Sp...	IF...	ET..	WS..	D...
Phaenomen	Granit	1½	128	56	P 6.5x20	P 6.5x20	4-3.34x4.33	L..	1	He...	Sp...	Air..	Zen..	G†..	B..	Yes.	Yes.	SP.	Eng.	4	C..	2 Fab..	Sp...	IF...	ET..	WS..	D...
Richard Nitzsche & Co.	Elite I	3	173†	65	P 34x7	P 34x7d	4-4.33x6.3	L..	2	Sp...	ab..	Pu.	Pal..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	DR..	ET..	IR.	WS..	D...
Richard Nitzsche & Co.	Elite II	3	173†	65	P 34x7	P 34x7d	6-3.93x5.51	L..	6	Ch...	ab..	Pu.	Solex	V.	M.	Yes.	Yes.	SP.	Eng.	4	C..	2 Met..	DR..	ET..	IR.	WS..	D...
Richard Nitzsche &Co.	EliteIII Diesel	3	173†	65	P 34x7	P 34x7d	2-3.15x11.81	2C.	2	N...	ab..	Pu.	N...	Pu..	Die	Yes.	Yes.	Co.	Eng..	4	C..	2 Met..	DR..	ET..	IR.	WS..	D...
Rumpler (Front	Wh. Dr. (F.W.D.)	5	167	73	P 40x10.5	P 23x5	12-3.38x3.93	I..	12	He...	abe	Pu.	Zen..	Vac.	B..	Yes.	Yes.	SP.	Eng..	3	C..	Met...	Sp...	EtIF.	ET..	SN..	CS..
Vomag	5OZ	7	220	72	P 40x8	P 40x8d	4-5.11x6.3	I..	2	Sp...	abe	Pu.	Zen..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	DR.	IF...	IR.	SN..	CS..
Vomag	5CZ/6EH	7	220	72	P 40x8	P 40x8d	6-4.52x6.3	I..	2	Sp...	abe	Pu.	Zen..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	DR.	IF...	IR.	SN..	CS..
Vomag (6-wh.)	DL	10	256	76	P 40x10	P 40x10	6-5.11x6.3	I..	2	Sp...	abe	Pu..	Zen..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	FM....	..	IS.	IMR.	SN..	CS..
AUSTRIAN																										
A.D.G. (Colonial)	(6-wh.)	3	169	55	P 7.5x20	P 7.5x20	6-3.34x4.52	I..	6	Ch...	abee.	Pu.	Zen..	Pu..	M.	Yes.	Yes.	MD..	Eng..	7	C..	8 Met..	Sp...	IS.	IS..	CL..	D...
Austro-Fiat	1001-A	1½	128	53	P 5.5x20	P 5.5x20d	4-3.34x3.85	L..	4	Ch...	abe	ThS..	Zen..	G...	B..	Yes.	Yes.	SP.	Eng..	4	C..	1 Met..	Sp...	IF...	IR.	WS..	D...
Austro-Fiat	AFN-1n	2.7	142	55	P 30x5	P 30x5d	4-3.62x4.92	L..	4	He...	abe	ThS..	Zen..	G...	M.	Yes.	Yes.	SP.	Eng..	4	C..	2 F 1 M	Sp...	IF...	IR.	WS..	D...
Austro-Fiat	AF-25	4.4	157	65	P 34x7	P 34x7d	4-4.13x5.9	L..	4	He...	abe	ThS..	Zen..	G...	M	Yes.	Yes.	SP.	Eng..	4	C..	1 F 2 M	DR.	IF...	IR.	WS..	D...
Austrian Saurer	2BH	2½	157	62	P 32x6	P 32x6d	4-3.93x5.9	I..	4	He...	Sp...	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Sp...	IF...	IR.	WS..	D...
Austrian Saurer	3BH	3½	165	68	P 32x6	P 32x6d	4-3.93x5.9	I..	4	He...	Sp...	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Sp...	IF...	IR.	WS..	D...
Austrian Saur.	4BHa	4	177	68	P 32x7	P 32x7d	4-3.93x5.9	I..	4	He...	Sp...	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	IR.	WS..	D...
Austrian Saur.	4BHb	4	177	68	P 34x7	P 34x7d	4-4.33x5.9	I..	4	He...	Sp...	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	IR.	WS..	D...
Austrian Saur.	5BHv	5	177	68	P 36x8	P 36x8d	4-4.33x5.9	I..	4	He...	Sp...	Pu	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	DR.	IF...	IR.	WS..	D...
Austrian Saurer	4BN	4	173	68	P 34x7†	P 34x7d	6-3.93x5.12	I..	6	He...	abee.	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	IR.	WS..	D...
Austrian Saurer	5BL	6†	197†	73	P 40x8	P 40x8d	6-4.33x5.9	I..	6	He...	abee.	Pu.	Own..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	DR.	IF...	IR.	WS..	D...
Fross-Buess.	IIIFB	4	197†	66	P 34x7†	P 34x7d†	6-3.93x6.69	I..	6	He...	abe	Pu.	Pal..	Pu.	M.	Yes.	Yes.	SP.	Sep.	4	C..	2 F 1 M	Sp...	IF...	IR.	WS..	D...
Fross-Buess.	VFBM	6	189	62	P 36x8†	P 36x8†	6-3.7x6.61	I..	6	Ch...	abe	Pu.	May..	Pu..	Mb	Yes.	Yes.	SP.	Sep..	4	C..	2 F 1 M	DR.	IF...	IR.	WS..	StS.
Fross-Buessing.	VFB	6	181	62	P 36x8	P 36x8d†	6-3.93x6.69	I..	6	He...	abe	Pu.	Pal..	Pu.	M.	Yes.	Yes.	SP.	Sep.	4	C..	2 F 1 M	DR.	IF...	IR.	WS.	D...
Graef & Stift	V5	3	145	59	P 32x6	P 32x6d	4-3.54x5.51	L..	4	Ch...	abee.	Pu.	Zen..	V.	M.	Yes.	Yes.	Co.	Sep..	4	C..	2 Met..	Sp...	EF..	IT...	CL..	D...
Graef & Stift	V6	4½	178	63	P 34x7	P 34x7d	4-4.13x5.9	I..	4	Ch...	abee.	Pu.	Zen..	G...	M.	Yes.	Yes.	Co.	Eng.	4	C..	2 Met..	Sp...	IF...	IT...	CL..	D...
Greaf & Stift	S6	6	196	67	P 36x8	P 36x8d	6-4.33x5.9	I..	6	Ch...	abee.	Pu.	Zen..	Pu.	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	IT...	CL..	D...
Perl	L6	2	142	61	P 30x5	P 30x5d	6-2.87x4.72	L..	6	He...	abe	Pu.	Str..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Sp...	IF...	ET.	SN..	D...
Perl	L600	2½	151	61	P 32x6	P 32x6d	6-3.24x4.48	L..	6	He...	abe	Pu..	Str..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	ET.	SN..	D...
Perl	L6000	3	159	63	P 34x7	P 34x7d	6-3.24x4.48	L..	6	He...	abe	Pu.	Str..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp...	IF...	ET.	SN..	D...
Perl	DAK	1¾	131	59	P 32x6	P 32x6d	4-3.85x4.25	L..	4	Ch...	abe	Pu.	Zen..	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Fab..	Sp...	IF...	ET..	WS.	StS.
Perl	DA1	1¾	153	62	P 30x5	P 30x5d	4-3.85x4.25	L..	4	Ch...	abe	Pu.	Zen..	Pu..	B..	Yes.	Yes.	SP.	Eng..	4	C.	3 Fab..	Sp...	IF...	ET..	WS.	StS.
Steyr (Swa 8/40 | Express)	1½	134	54	P 6x20	P 32x7	6-2.75x3.54	I..	6	He...	abe	Pu...	Pal..	G...	B.	Yes.	Yes.	MD..	Eng..	4	C.	2 Fab.	...	IF...	IR.	SN..	D...
W.A.F.	Chain	3½	173	74	P 1025x185	P 1025x185d	4-4.13x6.3	L..	4	He...	ab.	Pu.	WAF	G...	M.	Yes.	Yes.	MD..	Eng..	4	R.	Met...	Ch..	ET..	IR.	WS..	CS.
W.A.F.	Cardan	3½	173	74	P 38x7	P 38x7d	4-4.13x6.3	L..	4	He...	ab..	Pu.	WAF	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	Met...	St.	ET..	IR.	WS..	D...
HUNGARIAN																										
Ungarische Allgemeine Maschinenfabrik		1	126	56	P 31x6.75	P 31x6.75	6-2.8x3.93	L..	6	He..	abee.	ThS..	Zen..	V..	B..	Yes.	Yes.	SP...	Eng..	3	C..	2 Met..	Sp...	IF...	ET..	WS..	D...

CONTINENTAL GASOLINE TRUCK CHASSIS—

Continued

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
CZECHO-SLOVAKIAN																										
Ceskoslovenska Zbrojovka... Z18	0.8	108	44	14x45 Bib	14x45 Bib	2-3.13x3.93	2C.	2	2C.	Petro	ThS..	Zen..	G...	M.	Yes.	Yes.	SP...	Eng..	3	C..	1 Fab..	Sp...	IR...	IR...	WW.	D...
Ceskomoravska-Kolben-Danck L	3	142	62	P 36x6...	P 36x6d...	4-3.54x5.9	L..	4	Sp...	abce.	Pu..	Zen..	V...	M.	Yes.	Yes.	SP...	Sep..	4	C..	Met...	Bev..	ET..	IR...	SN..	D...
Ceskomoravska-Kolben-Danck NI	5-6	161	67	P 40x8...	P 40x8d...	4-4.33x6.3	L..	4	Sp...	abce.	Pu..	Zen..	V..	M.	Yes.	Yes.	SP...	Sep..	7	R..	Met...	Bev..	ET..	IR...	SN..	D...
Ceskomoravska-Kolben-Danck.TN	6	204	66	P 36x8...	P 36x8d...	6-4.33x5.9	L..	6	Sp...	abce.	Pu.	Zen..	V.	B..	Yes.	Yes.	SP.	Sep..	4	C..	Met...	Bev.	IF...	IR.	SN..	D..
Skoda.....104	1½	119	52	P 6-18	P 7-18...	4-2.83x4.02	L..	4	Ch...	abc	ThS..	Zen..	V.	B..	Yes.	Yes.	MD..	Eng..	4	C..	2 Met..	Sp...	IF...	IR.	SN..	D...
Skoda.....206	2.2	150	57	P 6.5-20	P 6.5-20d..	6-2.95x4.02	L..	6	Ch...	abc	ThS..	Zen..	Pu..	B..	Yes.	Yes.	SP.	Eng..	4	C..	2 Met..	Sp...	IF...	ET..	SN..	D...
Skoda.....304	3	144	70	P 32x6 ...	P 32x6d...	4-4.13x5.51	L.	4	He...	abc	Pu.	Zen..	V.	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Fab..	Sp...	ET..	IR..	WW.	D...
Skoda.....506	5	160	71	P 36x8 ...	P 36x8d...	6-4.13x5.51	L..	6	He...	abc	Pu.	Zen..	V.	M.	Yes.	Yes.	MD..	Eng..	4	C..	3 Met..	Sp..	IF...	IR.	WW.	D...
Tatra (3 Wheel)..49	0.4	89	51	P 27x4.75.	P 27x4.75	1-3.22x3.93	I..	1	He...	SpP..	Air..	Zen..	G...	B..	Yes.	Yes.	SP.	Eng..	3	L..	None...	Sp...	IFr..	IR1w	SN..	D...
Tatra.....13	1	120	55	P 27x4.75.	P 32x6.5.	2-3.22x3.93	I..	1	He...	ab.	Air..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IF...	IR..	SN..	D...
Tatra.....43a	1½	129	59	P 28x5.5	P 36x8.25	4-2.95x3.74	I..	1	He...	abce.	Air..	Zen..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IF...	IR.	SN..	D...
Tatra.....43b	1½	129	59	P 28x5.5	P 36x8.25	4-3.15x3.74	I..	1	He...	abce.	Air..	Zen..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IF...	IR.	SN..	D...
Tatra (6 Wheel)..26	1½	147	51	P 30x6.5	P 30x6.5..	4-2.95x3.74	I..	1	He...	abce.	Air..	Zen..	G...	M†	Yes.	Yes.	MD..	Eng..	4	C..	None...	DR..	IS...	IMR.	SN..	D...
Tatra (6 Wheel)..30	1½	147	51	P 30x6.5.	P 30x6.5..	4-3.15x3.74	I..	1	He..	abce.	Air..	Zen..	G...	M†	Yes.	Yes.	MD..	Eng..	8	C..	None...	DR..	IS...	IMR.	SN..	D...
Tatra.....27	3	149	67	P 36x8 ...	P 36x8	4-3.74x5.9	I..	4	He...	abc	Pu..	Zen..	G...	B..	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IF...	ET..	Bev.	D...
Tatra.....23	4	171	71	P 40x10.5.	P 40x10.5	4-4.52x7.08	I..	4	He...	SpP..	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IF...	IT..	SN..	CS..
Tatra (6 Wheel)..24	6	207	71	P 40x10.5.	P 40x10.5.	4-4.52x7.08	I..	4	He...	SpP..	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4	C..	None...	Sp...	IS...	IT..	SN..	CS..
Tatra (6 Wheel).24b	8½	242†	71	P 44x12..	P 44x12....	4-4.52x7.08	I..	4	He...	SpP..	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4†	C..	None...	Sp...	IS...	IT..	SN..	CS..
Tatra (6 Wheel) 10-24-58	10	242†	71	P 44x12...	P 44x12...	6-4.52x7.08	I..	6	He...	SpP..	Pu..	Zen..	G...	M.	Yes.	Yes.	MD..	Eng..	4†	C..	None...	Sp...	IS...	IT...	SN..	CS..
Walter(Commercial)	1½	126	55	P 7x20	P 7x20.....	4-2.95x4.25	I..	4	Ch..	abc	ThS..	Zen..	Pu.	B..	Yes.	Yes.	SP.	Eng..	4	C.	1 Met..	Sp...	IF...	IR..	WW.	D...
Walter.....PN	2½	142	57	P 30x5	P 30x5	4-3.34x4.92	L..	4	He...	abc	ThS..	Zen..	Pu..	M.	Yes.	Yes.	SP.	Eng..	4	C.	2 F 1 M	Sp...	IF...	IR.	WW.	D...
Walter.....FNA	3½	189	70	P 7x20	P 7x20.....	4-4.13x5.9	L..	4	He...	abc	ThS..	Zen..	Pu.	M.	Yes.	Yes.	SP.	Eng..	4	C.	FM....	Sp...	IF...	IR.	WW.	D...

ABBREVIATIONS;

†—Others Also
2C—Two Cycle
a—Main Bearings. **B**—Battery
b—Lower Rod Bearings
Be—Bevel Gear
C—Center (Gear Lever)
c—Camshaft Bearings
Ch—Chain
CL—Cam and Lever
Cla—Claudel. **Co**—Cone
Coz—Cozette. **CS**—Cast Steel
d—Dual
d—Wristpins (Lubrication)
Die—Diesel
e—Timing Gear Case
DR—Double Reduction
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
F—"F" Head
F—(Universals) Fabric
Fab—Fabric
FM—Fabric and Metal
G—Gravity. **GE**—Gas-Electric
He—Helical Gear
I—Valve in Head
IF—Internal Four Wheels
IFr—Internal Front
IFrM—Internal Front and Middle
IFR—Internal Front and Rear
IFRT—Internal Front Rear and Trans.
IFT—Internal Front and Trans.
IG—Internal Ring Gear
IM—Middle
IMR—Middle and Rear
IR—Internal Rear Wheels
IS—Internal 6 wheel
IT—Internal Transmission
L—"L" Head
M—Magneto (Current Source)
M—(Universals) Metal
May—Maybach
Mb—Magneto and Battery
MD—Multiple Disk
Met—Metal
MP—Mechanical Pump
Opt—Optional. **Ork**—Orkan
Pal—Pallas. **Pan**—Panhard
Petro—Petroil. **Pin**—Pinion
P—Pneumatic (Tires)
Pu—Pump
R—Right (Gearshift Lever)
S—Solid. **Sau**—Saurer
Sep—Separate Unit
Sl—Sleeve Valve
SN—Screw and Nut. **Sol**—Solex
Sp—Spiral Bevel (Rear Axle)
SpP—Splash with Pressure
SP—Single Plate. **Spl**—Splash
St—Straight Bevel
StS—Steel Spoke
Th—Thermo-Syphon
TT—Tractor Truck
V—Vacuum
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith
*Specifications of tractor unit only
§All British Trucks are 4-Cylinder unless noted.

American Bus Trends
Source of Current

(Based on Number of Models Offered)

	Per Cent Magneto	Per Cent Battery
1928	50.0	50.0
1929	35.9	64.1
1930	29.0	71.0
1931	8.9	91.1
1932	7.8	92.2

American Bus Trends
Transmission

(Based on Number of Models Offered)

	Per Cent Mechanical Unit With Engine	Per Cent Mechanical—Separate Unit	Per Cent Gas-Electric
1928	76.0	18.0	6.0
1929	79.6	14.8	5.6
1930	83.6	9.8	6.6
1931	87.3	11.4	1.3
1932	88.3	11.7	0.0

BRITISH TRUCKS

MAKE	GENERAL						ENGINE									TRANSMISSION				REAR AXLE			MISCELLANEOUS				
		Wheelbase										Fuel System		Electrical System			Gearset						Brakes; Type and Location				
	Load Capacity Long Tons	Driver Behind Engine	Driver Side of Engine	Track (Ins.)	Number of Wheels	Tire Size (Ins.)	Number of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure To	Carburetor Make	Fuel Feed	Ignition Type	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. For'w'd Speeds	Control Lever	Type	Final Drive	Gear Ratio on Direct	Hand	Foot	Brake Operation	Steering Gear Type	Wheels Type
A.E.C.	4	168	144	70	4	38x7d	4	4⅜x5½	I.	C&Hel	Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	4	C.	½Fl.	Wo.	7.25	IRw.	IRw.	Ser.	Ca.	Disk.
A.E.C.	5		174	75	4	40x8d	4	4⅜x5⅞	I.	C&Hel	Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	DR.	8.1	IRw.	IRw.	Ser.	SN.	Disk.
A.E.C.	6	199	198	75	4	40x8d	6	4⅝x5½	I.	C&Hel	Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	DR.	8.1	IRw.	IRw.	Ser.	Ca.	Disk.
A.E.C.	12		202	75	6	40x8d	6	5½x5½	I.	C&Hel	Pu.	abce.		V	M.	Yes	Yes	SP.	Eng.	5	C.	FF.	DR.	8.1	IRw.	IRw.	Ser.	Ca.	Disk.
A.J.S.	3	186	186	71	4	36x6d	6	3⅝x4¾	I.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.		IRw.	IFw.	Ser.	WW	Disk.
A.J.S.	4		198	73	4	36x6d	6	3⅞x5	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.		IRw.	IFw.	Ser.	WW	Disk.
Albion	1¾	129		57	4	33x5d	4	3½x4⅜	L.	Hel.	Pu.	ab.	Zen.	G	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IRw.	DM.	WW	Disk.
Albion	2¼	144		60	4	32x6d	4	3½x5	L.	Hel.	Pu.	abce.	Zen.	G	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.		IRw.	IRw.	DM.	WW	Disk.
Albion	2½	156		69	4	36x6d	4	4⅜x4¾	L.	Hel.	Pu.	ab...	Zen.	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	5.7	ETr.	IRw.	DM.	WW	Disk.
Albion	3	156		67	4	34x7d	4	4⅜x4¾	L.	Hel.	Pu.	ab...	Zen.	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.		ETr.	IRw.	DM.	WW	Disk.
Albion	4	168	132	74	4	38x7d	4	4⅝x5½	L.	Hel.	Pu.	ab...	Zen.	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	7.0	ETr.	IRw.	DM.	WW	Disk.
Albion	4	150		72	6	36x6d	4	4⅜x4¾	L.	Hel.	Pu.	ab...	Zen	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.		IRw.	IRw.	DM.	WW	Disk.
Albion	5	198	132	72	4	36x8d	4	4⅝x5½	L.	Hel.	Pu.	ab...	Zen	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.		ETr.	IRw.	Ser.	WW	Disk.
Atkinson	10	180		70	6	40x8d	6	4⅝x6	I.	Hel.	Pu.	abce.	..(1)	Pu.		Yes	Yes	SP.	Sep.	4	R.	FF.	DR(2)		IRw.	IRw.	Ser.	WW	Disk.
Austin	¼	81		41	4	27x4	4	2⅜x3	L.	Hel.	ThS.	Spl.	Zen.	G	B.	Yes	Yes	SP.	Eng.	3	C.	¾Fl.	Sp.	4.75	IFw.	IFw.	DM.	WW	Wire.
Austin	½	106		50	4	28x4¾	6	2⅝x3⅜	L.	Ch.	ThS.	abce.	Zen.	Pu.	B.	Yes	Yes	SP.	Eng.	3	C.	¾Fl.	Sp.	5.1	IFw.	IFw.	DM.	WW	Wire.
Austin	½	112		56	4	29x5	4	2⅝x4½	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	SP.	Sep.	4	C.	¾Fl.	Sp.	4.9	ETr.	IFw.	DM.	WW	HS.
Bedford	2	157		61	4	32x6d		3⅛x3¾	I.	Hel.	Pu.	abce.	Zen.	Pu.	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Sp.	5.4	IRw.	IRw.	DM.	WW	Disk.
Burford	1½	126	126	58	4	32x6d	4	3¾x5½	L.	Hel.	Pu.	ab.		G	M.	Yes	Ex.	SP.	Eng.	3	C.		IG.	7.0	IRw.	IRw.	DM.	WW	Disk.
Burford	2½	144		63	4	36x6d	4	3⅝x5½	L.	Hel.	Pu.	ab.		G	M.	Yes	Ex.	SP.	Eng.	4	C.		IG.	8.6	IRw.	IRw.	DM.	WW	Disk.
Clyde	2	123		57	4	32x6d	4	3¾x5½	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	No.	MD.	Eng.	3	C.	½Fl.	Wo.	6.5	IRw.	IRw.	DM.	WW	Disk.
Clyde	2½	150		57	4	32x6d	4	4x5¼	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	No.	MD.	Eng.	3	C.	½Fl.	Wo.	6.5	IRw.	IRw.	DM.	WW	Disk.
Clyde	3	200		70	4	36x6d	6	3¾x5	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	MD.	Eng.	4	C.	FF.	Wo.	6.0	IRw.	IFw.	DM.	WW	Disk.
Commer	1½	126		57	4	32x6	6	3⅛x4½	L.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes	Yes	SP.	Eng.	4	C.	½Fl.	Sp.	6.5	IRw.	IFw.	DM.	Ca.	Disk.
Commer	2	153		63	4	32x6d	6	3⅛x4½	L.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes	Yes	SP.	Eng.	4	C.	½Fl.	Sp.	6.5	IRw.	IFw.	DM.	Ca.	Disk.
Commer	2½	144		64	4	32x6d	6	3⅛x4⅛	F.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IFw.	DM.	WW	Disk.
Commer	3	150	143	68	4	32x6d	4	4½x5⅛	L.	Hel.	Pu.	abce.	Sol.	Pu.	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	6.4	ITr.	IRw.	DM.	WW	Disk.
Commer	4	159	130	74	4	36x7d	4	4½x5½	L.	Hel.	Pu.	abce.	Sol.	Pu.	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	7.25	ITr.	IRw.	DM.	WW	Disk.
Commer	5	159	130	72	4	38x8d	4	4½x5½	L.	Hel.	Pu.	abce.	Sol.	Pu.	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	8.25	ITr.	IRw.	DM.	WW	Disk.
Commer	6	168		75	4	40x8d	6	4¼x5½	L.	Ch.	Pu.	abce.	Sol.	Pu.	M.	Yes	Yes	SP.	Sep.	4	R.	FF.	Wo.	9.3	IRw.	IRw.	Ser.	Ca.	Disk.
Crossley	6	200		68	4	40x9d	6	4⅛x6	I.		Pu.	abce.	..(1)	Pu.		Yes	Yes	SP.	Sep.	4	R.	FF.	DR.	7.0	IRw.	IFw.	Ser.	WW	Disk.
Dennis	2	144	120	61	4	32x6d	4	3⅜x4¾	L.	Hel.	Pu.	abc.	Cla.	G	M.	Yes	Ex.	Co.	Eng.	4	R.	FF.	Wo.	7.5	IRw.	IRw.	Ser.	WW	Disk.
Dennis	3½	168	150	70	4	34x7d	4	4⅛x5⅞	L.	Hel.	Pu.	abc.	Cla.	Pu.	M.	Yes	Ex.	DP	Eng.	4	C.	FF.	Wo.	7.25	IRw.	IFw.	Ser.	SN.	Disk.
Dennis	6	170		71	4	40x8d	4	4⅝x5⅞	L.	Hel.	Pu.	abc.	Cla.	V	M.	Yes	Ex.	Co.	Sep.	4	R.	FF.	Wo.	8.75	ITr.	IRw.	Ser.	WW	Disk
Dennis	7		198	68	4	40x8d	6	4⅝x5½	L.	Hel.	Pu.	abc.	Cla.	V	M.	Yes	Yes	Co.	Sep.	4	C.	FF.	Wo.	7.25	ITr.	IFw.	Ser.	WW	Disk.
Dennis	12	222		77	6	40x8d	6	4½x5½	L.	Hel.	Pu.	abc.	Cla.	Pu.	M.	Yes	Yes	Co.	Sep.	4	C.	FF.	Wo.	9.66	IRw.	ISw.	Air.	WW	Disk.
F.W.D.	4		124	57	4	36x8	4	4¾x5½	T.	Hel.	Pu.	abc.		G	M.	Ex.	No.	MD.	Sep.	3	R.		Bev.	8.9	IRw.	IFw.	DM.		Disk.
F.W.D.	6		156	63	4	40x8	4	4¾x5½	T.	Hel.	Pu.	abc.		G	M.	Ex.	No.	MD.	Sep.	6	R.		Bev.	8.9	IRw.	IFw.	DM.		Disk.
F.W.D.	8		177	70	6	38x9	6	3⅞x5⅛	L.	Hel.	Pu.	abce.		G	M.	Ex.	No.	SP.	Eng.	8	C.		Sp.	7.75	IRw.	ISw.	DM.		Disk.
Foden	7	164		77	4	40x8d	6	4¼x6	I.	Hel.	Pu.	abce.	..(1)	G		Yes	Opt.	SP.	Sep.	4	C.	FF.	Wo.		ETr.	IFw.	Ser.	WW	Disk.
Fowler	7	192	192	75	4	42x9d	6	4¾x7	I.		Pu.	abce.	..(1)	Pu.		Yes	Yes	MD.	Sep.	8	R.	FF.	Wo.	5.2	IRw.	IFw.	Ser.	Ca.	Disk.
Fowler	12		216	76	6	40x8d	6	4¾x7	I.		Pu.	abce.	..(1)	Pu.		Yes	Yes	MD.	Sep.	8	R.	FF.	Wo.	6.5	IRw.	ISw.	Ser.	Ca.	Disk.
Garner	2	132	132	62	4	32x6d	4	3½x5½	I.	Hel.	Pu.	abce.		G	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Sp.	5.75	IRw.	IRw.	DM.	Ca.	Disk.
Garner	2	132	132	62	4	32x6d	6	3½x4½	L.	Hel.	Pu.	abce.		G	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Sp.	5.75	IRw.	IRw.	DM.	Ca.	Disk.
Garner	3	149	149	62	4	34x7d	4	3¾x4¾	L.	Hel.	Pu.	abce.		G	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IRw.	DM.	Ca.	Disk.
Garner	3		123	65	4	27x6d	4	3½x5⅛	I.	Hel.	Pu.	abce.		G	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Sp.	6.25	IRw.	IRw.	DM.	Ca.	Disk.
Garner	4		149	62	4	34x7d	6	3⅞x5	L.	Hel.	Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	4	R.	FF.	Wo.	6.5	IRw.	IRw.	Vac.	Ca.	Disk.
Garner	3	153		62	6	32x6d	4	3½x5⅛	I.	Hel.	Pu.	abce.		G	B.	Yes	No.	SP.	Eng.	4	R.	FF.	Sp (2).	6.25	IRw.	IRw.	DM.	Ca.	Disk.
Garner	3		153	62	6	32x6d	6	3½x4½	L.	Hel.	Pu.	abce.		G	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Sp (2).	6.25	IRw.	IRw.	DM.	Ca.	Disk.
Garrett	6		183	69	4	40x8d	6	4⅝x6	I.	Hel.	Pu.	abce.	..(1)	Pu.		Yes	Yes	SP.	Eng.	4	R.	FF.	Wo.		ETr.	IRw.	DM.	WW	Disk.
Gilford	2½	168		67	4	32x6d	6	3⅝x4½	L.	Hel.	Pu.	abc.	Zen.	Pu.	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IFw.	Ser.	WW	Disk.
Gilford	3½	200	200	71	4	38x8d	6	3⅞x5	L.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IFw.	Ser.	WW	Disk.
Gilford	3½		200	71	4	38x8d	6	4⅝x5½	I.	Hel.	Pu.	abce.	Zen.	V	M.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	5.5	IRw.	IFw.	Ser.	WW	Disk.
Guy	1½	134		57	4	32x6	4	3½x5½	I.	Hel.	Pu.	abc.	Zen.	G	M.	Yes	Yes	SP.	Sep.	4	R.	FF.	Wo.	6.75	IRw.	IRw.	DM.	Ca.	Disk.
Guy	2½	147		57	4	32x6d	4	3½x5⅛	I.	Hel.	Pu.	abc.	Zen.	G	M.	Yes	Yes	SP.	Eng.	4	R.	FF.	Wo.	6.75	IRw.	IRw.	DM.	Ca.	Disk.
Guy	4	172		71	4	34x7d	4	4¼x5½	L.	Hel.	Pu.	Spl.	Sol.	V	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	7.5	IRw.	IRw.	DM.	Ca.	Disk.
Guy	6		181	71	4	38x8d	6	4¼x5½	L.	Hel.	Pu.	Spl.	Sol.	Pu.	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	8.25	IRw.	IFw.	Ser.	Ca.	Disk.
Guy	11		204	71	6	40x8d	6	4¼x5½	L.	Hel.	Pu.	Spl.	Sol.	Pu.	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	9.66	IRw.	IRw.	Ser.	Ca.	Disk.
Halley	2	144		64	4	33x5d	4	3¾x5	L.	Ch.	Pu.	abe.	Zen.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	6.0	IRw.	IRw.	DM.	WW	Disk.
Halley	2½		144	67	4	30x5d	4	3¾x5	L.	Ch.	Pu.	abe.	Zen.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.0	IRw.	IRw.	DM.	WW	Disk.
Halley	3	145		61	4	34x6d	4	3⅞x5	L.	Ch.	Pu.	abe.	Zen.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.0	IRw.	ETr.	DM.	WW	Disk.
Halley	4	195	150	72	4	34x7d	4	4⅜x5	L.	Ch.	Pu.	abce.	Sol.	V	M.	Yes	Ex.	SP.	Sep.	4	R.	FF.	Wo.	7.0	IRw.	ETr.	DM.	WW	Disk.
Halley	6½		190	75	4	38x8d	4	4½x5	L.	Ch.	Pu.	abce.	Sol.	V	M.	Yes	Ex.	SP.	Eng.	4	R.	FF.	Wo.	7.66	IRw.	IRw.	Ser.	WW	Disk.
Halley	6½		190	75	4	38x8d	6	4½x5	L.	Ch.	Pu.	abce.	Sol.	V	M.	Yes	Ex.	SP.	Eng.	4	R.	FF.	Wo.	7.66	IRw.	IRw.	Ser.	WW	Disk.
Hardy	4	168	145	70	4	36x8d	4	4⅞x5½	I.		Pu.	abce.		V	M.	Yes	Yes	SP.	Eng.	8	C.	½Fl.	Wo.	7.25	IRw.	IRw.	Ser.	Ca.	Disk.
Hardy	6	184		73	4	40x8d	6	4⅞x5½	I.		Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	8	C.	FF.	DR.	8.25	IRw.	IRw.	Ser.	Ca.	Disk.
Hardy	8		199	72	4	42x9d	6	4⅞x5½	I.		Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	8	C.	FF.	DR.	9.33	IRw.	IRw.	Ser.	Ca.	Disk.
Hardy	8	192		69	6	42x9	6	4⅞x5⅛	I.		Pu.	abce.		V	M.	Yes	No.	SP.	Eng.	8	C.	FF.	Wo.	8.25	IRw.	IRw.	Ser.	Ca.	Disk.
Hillman	¾	111		56	4	30x6	6	3x4¼	L.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes	Yes	SP.	Eng.	4	C.	½Fl.	Sp.	5.5	IFw.	IFw.	DM.	Ca.	Wire.
Jowett	½	102		45	4	27x4½	2	3x4	L.	Hel.	ThS.	ab...		G	B.	Yes	Yes	SP.	Eng.	3	C.	½Fl.	Sp.	5.4	IFw.	IFw.	DM.	Sp.	Wire.
Karrier	2		108	56	3	25x6	2	3x4	L.	Hel.	ThS.	ab...		G	B.	Yes	No.	SP.	Eng.	3	C.	FF.	Sp.	11.0	IRw.	IRw.	DM.		Disk.
Karrier	2		108	56	3	25x6	4	2½x3½	L.	Hel.	ThS.	abce.	Sol.	G	B.	Yes	No.	SP.	Eng.	4	C.	FF.	Sp.	12.5	IRw.	IRw.	DM.		Disk.
Karrier	2½	144		64	4	32x6d	4	3¾x5½	L.	Ch.	Pu.	abce.	Sol.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IRw.	DM.	WS.	Disk.
Karrier	3	156		64	4	32x6d	4	3¾x5½	L.	Ch.	Pu.	abce.	Sol.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	IRw.	DM.	WS.	Disk.
Karrier	4	144		68	4	38x7d	4	4½x5	L.	Ch.	Pu.	abce.	Sol.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	ITr.	DM.	WS.	Disk.
Karrier	5		138	68	4	38x7d	4	4½x5	L.	Ch.	Pu.	abce.	Sol.	G	M.	Yes	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	ITr.	DM.	WS.	Disk.
Karrier	6½		192	67	4	40x8d	6	5x6	L.	Ch.	Pu.	Spl.	Sol.	G	M.	Yes	No.	SP.	Sep.	4	R.	FF.	DR.	7.22	IRw.	IRw.	Ser.	WS.	Disk.
Karrier	9		198	77	6	42x9	4	5x6	L.	Ch.	Pu.	Spl.	Sol.	V	M.	Yes	No.	SP.	Sep.	4	R.	FF.	Wo.	8.66	IRw.	IRw.	Ser.	WS.	Disk.
Leyland	2½	144	120	61	4	32x6d	6	3⅞x5	L.	Hel.	Pu.	abce.	Sol.	V	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IFw.	Hyd.	Ca.	Disk.
Leyland	3½	168		67	4	34x7d	4	4¼x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	5.5	IRw.	IFw.	Ser.	Ca.	Disk.
Leyland	3½	162		61	6	34x7d	6	3⅝x5	L.	Hel.	Pu.	abce.	Sol.	V	B.	Yes	Yes	SP.	Eng.	4	C.	FF.	Wo.	7.5	IRw.	ISw.	Hyd.	Ca.	Disk.
Leyland	4	162		74	4	36x8d	4	4½x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	5.5	IRw.	IFw.	Ser.	Ca.	Disk.
Leyland	4	185		74	4	36x8d	6	4x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	5.5	IRw.	IFw.	Ser.	Ca.	Disk.
Leyland	5	172		74	4	38x8d	4	4⅜x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	DR.	6.6	IRw.	IFw.	Ser.	Ca.	Disk.
Leyland	6	186	172	74	4	40x9d	6	4¼x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	DR.	7.15	IRw.	IFw.	Ser.	Ca.	Disk.
Leyland	8	190	156	75	6	44x12	6	4¼x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	½Fl.	Wo.	7.33	IRw.	ISw.	Vac.	Ca.	Disk.
Leyland	12		226	74	6	38x8d	6	4½x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	4	C.	FF.	Wo.	9.33	IRw.	ISw.	Vac.	Ca.	Disk.
Leyland	12		189	74	6	38x8d	6	4½x5½	I.	C&Hel	Pu.	abce.	Sol.	V	M.	Yes	No.	SP.	Eng.	8	C.	FF.	DR(2)	9.5	IRw.	ISw.	Vac.	Ca.	Disk.

BRITISH TRUCKS—Continued

MAKE	GENERAL						ENGINE										TRANSMISSION			REAR AXLE			MISCELLANEOUS				
		Wheelbase										Fuel System		Electrical System				Gearset					Brakes: Type and Location				
	Load Capacity Long Tons	Driver Behind Engine	Driver Side of Engine	Track (Ins.)	Number of Wheels	Tire Size (Ins.)	Number of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure To	Carburetor Make	Fuel Feed	Ignition Type	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. Forw'd Speeds	Control Lever	Type	Final Drive	Gear Ratio on Direct	Hand	Foot	Brake Operation	Steering Gear Type	Wheels Type
Maudslay	5	174	...	70	4	38x8d	4	4½x6	I..	Bev.	Pu.	abcde	Zen.	G....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	Wo...	7.75	ITr..	IRw.	DM..	WS..	Disk.
Maudslay	6	186	...	70	4	40x8d	4	4¾x6	I..	Bev.	Pu.	abcde	Zen.	G....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	DR...	8.25	ITr.	IRw	DM..	WS..	Disk.
Maudslay	12	206	162	70	6	40x8d	4	4¾x6	I..	Bev.	Pu.	abcde	Zen.	V....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	DR(2)	8.25	IRw	ISw..	Vac..	WS..	Disk.
Morris	¼	78	...	42	4	27x4	4	2¼x3¼	L..	Ch....	ThS..	abce	SU..	G....	B....	Yes.	Yes.	SP.	Eng..	3	C..	¾Fl..	Sp...	5.4	IFw..	IFw..	DM..	Ca.	Wire.
Morris	½	114	...	56	4	30x5	4	3x4	L..	Hel..	ThS..	abce..	SU..	G....	B....	Yes.	Yes.	DP	Eng..	3	C..	¾Fl..	Sp...	5.27	IFw..	IFw..	DM..	Ca.	Wire.
Morris	1	122	...	56	4	30x5	4	3x4	L..	Hel..	ThS..	abce..	SU..	G....	M...	Yes.	Yes.	DP	Eng..	3	C..	¾Fl..	Wo...	6.25	IRw	IRw.	DM..	WW	HS..
Morris	2	156	...	56	4	30x5d	4	3½x4⅝	L..	Hel..	ThS..	abce..	SU..	G....	B....	Yes.	Yes.	SP.	Eng..	4	C..	¾Fl..	Wo...	6.75	IRw	IFw..	DM..	WW	HS..
Morris	2	144	...	56	6	34x7½	4	3⅝x4⅝	L..	Hel..	Pu.	abce..	SU..	G....	M...	Yes.	Yes.	SP.	Eng..	4	C..	¾Fl..	Wo...	6.75	IRw	IRw.	DM..	WW	Disk.
Morris	3	174	174	63	4	32x6d	4	4⅛x5¾	L..	Hel..	Pu.	abce..	SU..	G....	M...	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IFw..	Ser..	WW	Disk.
Morris	4	162	...	63	4	34x7d	4	4⅛x5⅝	I..	Ch....	Pu.	abce..	Sol..	Pu.	M...	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	7.75	IRw	IFw..	Ser..	Ca.	Disk.
Morris	5	162	...	70	4	36x8d	4	4⅛x5⅝	I..	Ch....	Pu.	abce..	Sol..	Pu.	M...	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	8.25	IRw	IFw..	Ser..	Ca.	Disk.
Pagefield	6	Var.	Var.	76	4	40x8d	4	4¼x6	I..	Hel...	Pu.	abce...	..(1)	Pu.	.....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	Opt.	IRw	IFw..	DM..	WW	Disk.
Pagefield	10	..	204	76	6	40x8d	5	4¼x6	I..	Hel...	Pu.	abce...	..(1)	Pu.	.....	Yes.	No..	SP.	Eng..	8	C..	FF...	Wo...	Opt.	IRw	ISw..	Ser..	WW	Disk.
Rover	½	104	...	50	4	27x4½	4	2½x3¾	I..	Ch....	Pu.	abce..	Ama	G....	B....	Yes.	Yes.	SP.	Eng..	3	C..	¾Fl..	Wo...	5.2	IRw	IFw..	DM..	WW	HS..
Scammell	6	204	...	72	4	40x8d	4	5x5½	I..	Hel...	Pu.	ab....	Cla.	G....	M...	Yes.	Yes.	Co.	Sep..	4	C..	FF...	Wo...	8.25	IRw	ITr..	DM..	WS..	Disk.
Scammell	8	204	...	72	4	42x9d	4	5x5½	I..	Hel...	Pu.	ab....	Cla.	G....	M...	Yes.	Yes.	Co.	Sep..	4	C..	FF...	Wo...	10.3	IRw	ITr..	DM..	WS..	Disk.
Scammell	12	120	...	75	4	42x13½	4	5x5½	I..	Hel...	Pu.	ab....	Cla.	G....	M...	Yes.	Yes.	Co.	Sep..	4	C..	Dd...	Ch...	Var.	IRw	ITr..	DM..	WS..	Disk.
Scammell	8	181	...	81	6	42x13½	4	5x5½	I..	Hel...	Pu.	ab....	Cla.	G....	M...	Yes.	Yes.	Co.	Sep..	4	C..	FF...	DR...	Var.	ITr..	IRw	DM..	WS..	Disk.
Scammell	12	231	...	76	6	42x13½	4	5x5½	I..	Hel...	Pu.	ab....	Cla.	G....	M...	Yes.	Yes.	Co.	Sep..	4	C..	FF...	DR...	Var.	ITr..	IRw	DM..	WS..	Disk.
Shefflex	3	144	...	65	4	34x7	4	3¾x5½	L..	Ch....	Pu.	abce..	Sol..	G....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	Wo...	7.33	IRw	IRw.	Ser..	...	Disk.
Shefflex	4	164	164	65	6	34x7	4	3¾x5½	L..	Ch....	Pu.	abce..	Sol..	G....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	Wo...	6.66	IRw	IRw.	Ser..	...	Disk.
Shefflex	6	164	164	65	6	34x7	4	3¾x5½	L..	Ch....	Pu.	abce..	Sol..	G....	M...	Yes.	No..	Co.	Sep..	4	R..	FF...	Wo...	7.33	IRw	IRw.	Ser..	...	Disk.
Singer	¼	90	...	42	4	26x3	4	2⅞x3⅜	I..	Ch....	ThS..	abce..	Sol..	G....	B....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Sp...	5.25	IFw..	IFw..	DM..	Ca.	Wire.
Singer	½	•103	...	52	4	28x4¾	4	2⅝x3¾	L..	Ch....	ThS..	abce..	Sol..	G....	B....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Sp...	6.0	IFw..	IFw..	DM..	Ca.	Wire.
Singer	1¼	124	...	56	4	30x5	6	2¾x3½	L..	Ch....	ThS..	abce..	Sol..	G....	B....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Sp...	7.6	IFw..	IFw..	DM..	Ca.	Disk.
Singer	1¾	126	...	58	4	32x6d	6	3¼x4¾	L..	Ch....	Pu.	abce..	Sol..	Pu.	B....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Sp...	6.5	IFw..	IFw..	Ser..	Ca.	Disk.
Singer	2	133	...	59	4	34x7d	4	3½x4¾	I..	Ch....	Pu.	abce..	Sol..	G....	B....	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	6.5	IFw..	IFw..	Ser..	Ca.	Disk.
Standard	¼	90	...	44	4	27x4	4	2⅜x3⅝	L..	Ch....	ThS..	abce..	Sol..	V....	B....	Yes.	Yes.	SP.	Eng..	3	C..	½Fl..	Sp...	5.22	IFw..	IFw..	DM..	SN..	Wire.
Standard	½	100	...	48	4	27x4½	4	2½x4	L..	Ch....	ThS..	abce..	Sol..	Pu.	B....	Yes.	Yes.	SP.	Eng..	4	C..	½Fl..	Sp...	4.9	IFw..	IFw..	DM..	Ca.	Wire.
Thornycroft	2	Var.	140	61	4	34x7	4	4x5	L..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	No..	SP.	Eng..	4	C..	½Fl..	Wo...	6.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	2½	160	...	79	4	32x6d	4	4x5	L..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	No..	SP.	Eng..	4	C..	½Fl..	Wo...	6.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	2½	166	...	64	4	32x6d	6	3½x4½	I..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	Yes.	SP.	Eng..	4	C..	½Fl..	Wo...	5.75	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	4	168	168	75	4	36x7d	4	4⅜x5½	L..	Hel...	Pu.	abce..	Zen.	V....	M...	Yes.	No..	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	4		198	74	4	36x7d	6	4½x5¼	I..	Hel...	Pu.	abce..	Zen.	V....	M...	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	6.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	5	186	...	75	4	36x8d	4	4¾x6	L..	Hel...	Pu.	abc..	Zen.	V....	M...	Yes.	No..	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	6½	174	...	73	4	36x8d	6	3½x5¼	I..	Hel...	Pu...	abce..	Zen.	V....	M...	Yes.	Yes.	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IFw..	Ser..	WW	Disk.
Thornycroft	3	168	144	66	6	36x6	4	4x5	L..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	Yes.	SP.	Eng..	8	C..	½Fl..	Wo...	7.75	IRw	IRw.	Ser..	WW	Disk.
Thornycroft	3	168	144	66	6	36x6	6	3½x4½	I..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	No..	SP.	Eng..	4	C..	½Fl..	Wo...	7.75	IRw	IRw.	Ser..	WW	Disk.
Thornycroft	6	228	...	78	6	36x8	4	4¾x6	L..	Hel...	Pu.	abc..	Zen.	G....	M...	Yes.	No..	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IRw.	Ser..	WW	Disk.
Thornycroft	6	228	...	78	6	36x8	6	4⅜x5¼	I..	Hel...	Pu.	abce..	Zen.	G....	M...	Yes.	No..	SP.	Eng..	4	C..	FF...	Wo...	7.25	IRw	IRw.	Ser..	WW	Disk.
Thornycroft	11	204	201	74	6	40x8	6	4⅜x6½	L..	Hel...	Pu.	abce..	Zen.	V....	M...	Yes.	No..	SP...	Eng..	4	C..	FF...	Wo...	8.33	IRw	ISw..	Ser..	WW	Disk.
Trader	8	168	...	64	4	40x8d	6	3¾x5½	I..	Hel...	Pu.	abce..	Opt.	G....	M...	Yes.	Opt.	SP.	Eng..	4	C..	FF...	Wo...	....	IRw.	IRw.	Ser..	WW	Disk.
Trader	12	168	...	64	6	40x8d	6	4⅝x5½	I..	Hel...	Pu.	abce..	Opt.	G....	M...	Yes.	Opt.	SP.	Eng..	4	C..	FF...	Wo...	....	IRw	IRw.	Ser..	WW	Disk.
T.S.	4	152	...	76	4	38x7d	4	4¼x5½	L..	Hel...	Pu.	abce..	.....	V....	M...	Yes.	No..	SP.	Sep..	4	C..	FF...	Wo...	6.33	IRw	IFw..	Ser..	...	Disk.
W. & G.	2	124	...	60	4	34x7	4	3¾x5½	I..	Ch....	Pu...	abce.	.....	G....	M...	Yes.	No..	SP...	Eng..	4	C..	FF...	Wo...	7.25	IRw	IRw.	DM.	Ca..	Disk.

ABBREVIATIONS:

a—Main Bearings (Oiling System)
Air—Compressed Air
b—Big-ends (Oiling System)
B—Battery
Bev—Bevel
c—Camshaft Bearings (Oiling System)
C—Central
Ca—Cam
Ch—Chain
C&Hel—Chain and Helical Gear
Cla—Claudel
Co—Cone
d—Wrist Pins (Oiling System)
Dd—Dead
DM—Direct Mechanical
DP—Dual Plate
DR—Double Reduction
e—Front end gears or chain (Oiling System)
Eng—Unit with Engine
ETr—External Transmission
Ex—Extra
F—In Head and Side
FF—Full Floating
½Fl—Semi-floating
¾Fl—Three-quarter floating
G—Gravity
Hel—Helical Gear
HS—Hollow Steel Spokes
Hyd—Hydraulic
I—Overhead
IFw—Internal Four Wheels
IG—Internal Gears
IRw—Internal Rear Wheels
ISw—Internal Six Wheels
ITr—Internal Transmission
L—Valves at Side
M—Magneto
MD—Multiple Disk
Opt—Optional
Pu—Pump
R—Right Hand
Sep—Separate
Ser—Vacuum Servo
SN—Screw and Nut
Sol—Solex
Sp—Spiral Bevel
SP—Single Plate
Spl—Splash
T—Valves Both Sides
ThS—Thermo Siphon
Tr—Transmission
V—Vacuum (Fuel Feed)
Vac—Vacuum Servo (Braking)
Var—Various
Wo—Worm
WS—Worm and Segment
WW—Worm and Wheel
Zen—Zenith

(1) Oil Engine
(2) Single Axle Drive

American Truck Trends

Final Drive Types

(Based on Number of Models Offered)

	Chassis 1½ Tons and Less					Chassis 1½ Tons and Over				
	Per Cent Bevel	Per Cent Worm	Per Cent Internal	Per Cent Double Reduction	Per Cent Chain	Per Cent Bevel	Per Cent Worm	Per Cent Internal	Per Cent Double Reduction	Per Cent Chain
1928	74.5	17.5	4.5	1.0	2.5	11.0	64.5	2.5	20.0	2.0
1929	79.5	12.5	1.5	4.5	2.0	19.0	56.5	2.0	19.5	3.0
1930	84.0	10.0	0.5	2.5	3.0	26.0	56.5	1.5	11.0	5.0
1931	90.13	3.95	0.0	5.92	0.0	24.52	40.22	1.87	28.55	4.84
1932	89.50	4.50	0.0	6.0	0.0	32.20	29.4	0.30	31.4	6.7

AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL										ENGINE												CLUTCH	BELT PULLEY			DRIVE					
																Fuel System																
	Price ($)	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheelbase (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar—Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Carburetor Make	Fuel Recommended	Air Cleaner Make	Oiling System Type	Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Track?
Alcrop VC	1095	3	3.33	4915	87⅛	7¾	28	H..	....	T.D.M.	Cont..	4	4¼x5	V..	L..	1200	Eise...	Kin.	....	Vor...	HC.	Pu.	SP-Rock..	10	7½	JC.	3	.....	SG..	Axle.	2	Wh.
Allis-Chalmers U	995	3	3.33	4125	76½	13	9	H..	....	S.A....	Cont..	4	4¼x5	V..	L..	1200	.....	Kin.	....	Vor...	HC.	Pu.	SP-Rock..	10	7½	JC..	4	42-11	SG..	Axle.	2	Wh.
Allis-Ch.. 25-40	1295	4	3.25	6000	90½	14½	11½	H..	25-40	F.A.K.	Own	4	4¾x6½	V..	I..	930	Eise...	Kin.	Gas.	Vor...	DS..	Pu.	ES-Own..	13	8½	No..	2	50-12	IG..	Rim..	2	Wh.
Bates 35	...	4-6	2.8ə	10775	...	10	14	H..	33-47	T.D.M	Wauk.	6	4¼x4¾	V..	L..	1500	A.Bos.	Sch.	....	Vor...	HC.	Pu.	SP-TDi..	12	9	No..	1	.....	SG..	Hub.	10	Tr..
Bates St.Mule 45	...	6-8	2.92	13200	...	11	14	H..	40-60	T.D.M.	Wauk.	6	4½x5⅛	V..	L..	1500	A.Bos.	Sch.	....	Vor...	HC.	Pu.	MD-TDi.	12	9	No..	1	.....	SG..	Hub.	10	Tr..
Bates 80		0	Var.	23250	98	14	15	H..	65	T.D.M	Wauk.	4	6½x7	V..	L..	1000	Bosch.	Str..	Gas.	Pom	HC.	Pu.	.....					98-18	SG..	Axle.	0	Tr..
Beeman M	275	7-8	1.9a	550	17¼	5	7¾	U.	2- 4	H.B....	Own	1	3½x4½	V..	L..	1000	Heinze	Kin.	Gas.	Don..	CS..	Th	Co-Own..	4½	3¾	No..	1	25-3¾	SG..	Axle.	2	Wh.
Beeman Jr	195	...	Var.	435	71½	..	14	..	..	....	B&S	1	2½x2½	..	..	....	....	....	Gas.	....	....	Air	SP-.....	..	.....	....	..	.....	....	....	....	Wh.
Beeman Hy-Wh.	420	...	2.00	700	...	6	....	....	2½-4	T.D.M°	Own	1	3½x4½	V..	L..	1200	Wico..	Kin.	....	Don..	CS..	Th	Co-Own..	4½	3¾	No..	..	.....	Cha	Hub.	2	Wh.
Case L	...	3-4	Var.	.....	79	26	....	H..	....	F.A.K.	Own	4	4⅝x6	V..	I..	1100	.....	.....	....	Own	HC.	Pu.	SP-.....	13	8½	...	3	.....	Cha	Axle.	2	Wh.
Case C	...	2-3	Var.	.....	66	20	....	H..	....	F.A.K.	Own	4	3⅞x5½	V..	I..	1100	.....	.....	....	Own	HC.	Pu.	SP-.....	10¼	6¼	...	3	.....	Cha	Axle.	2	Wh.
Case CC	...	2	Var.	.....	89	17	....	H..	....	F.A.K°	Own	4	3⅞x5½	V..	I..	1100	.....	.....	....	Own	HC.	Pu.	SP-.....	10¼	6¼	....		.....	Cha	Axle.	2	Wh.
Case CO	...	2-3	Var.	.....	66	20	....	H..	....	F.A.K.	Own	4	3⅞x5½	V..	I..	1100	.....	.....	....	Own	HC.	Pu.	SP-.....	10¼	6¼	....		.....	Cha	Axle.	2	Wh.
Caterpillar.. 10	1100	...	2.6	4427	51 1/16	9	7⅝	H..	18	T.D.M.	Own	4	3⅝x4	V..	L..	1500	Eise...	Ens.	Gas.	Vor...	HC.	Pu.	SP-Own..	9½	6½	SLG	1	.....	SG..	Axle.	2	Tr..
Caterpillar.. 15	1450	...	2.6	ə880	ə41½	10½	9	H..	25	T.D.M.	Own	4	3¾x5	V..	L..	1250	Eise...	Ens.	Gas.	Vor...	HC.	Pu.	SP-Own..	10½	6½	SLG	1	.....	SG..	Axle.	2	Tr..
Caterpillar.. 20	1900	...	2.6	7640	56⅞	11½	10	H..	30	T.D.M.	Own	4	4x5½	V..	I..	1100	Eise...	Ens.	Gas.	Vor...	HC.	Pu.	SP-Own..	11⅞	6½	SLG	1	.....	SG..	Hub.	2	Tr..
Caterpillar.. 30	2375	...	2.6	9833	61½	12	11	H..	38	T.D.M.	Own	4	4¾x6½	V..	I..	850	Eise...	Ens.	Gas.	Vor...	HC.	Pu.	SP-Own..	12	8½	SLG	1	.....	SG..	Hub.	2	Tr..
Caterpillar.. 50	3675	...	2.4	....	81½	..	11¼	..	55	T.D.M.	Own	4	5½x6½	V..	..	850	....	....	Gas.	....	HC.	Pu.	SP-Own..	3	.....	....	..	.....	....	....	....	Tr..
Caterpillar.. 60	4175	...	2.6	20200	79½	18	13¼	H..	72	T.D.M.	Own	4	6½x8½	V..	I..	650	Eise...	Ens.	Gas.	Vor...	HC.	Pu.	SP-Own..	15⅝	11	SLG	1	.....	SG..	Hub.	2	Tr..
Caterp'ar.60 Die.	6500	...	2.6	..	83½	..	13¼	..	75	T.D.M.	Own	4	6½x9¼	V..	..	650	....	....	Oil..	....	HC.	Pu.	SP-Own..	4	.....	....	..	.....	....	....	....	Tr..
Cletrac K-20	...	3-4	3-4	4958	61	18	8	H..	20-27	T.D.M.	Own	4	4x5½	V..	I..	1375	Eise...	Til..	....	Vor...	HC.	Pu.	SP-B&B..	12	6	SP..		.....	SG..	Axle.	16	Tr..
Cletrac 15	...	3	3	5247	53	16	13½	H..	15-22	T.D.M.	Her ..	4	4x4½	V..	L..	1250	Eise...	Til..	....	Vor...	HC.	Pu.	SP-B&B.	12	6	SP..		.....	SG..	Axle.	12	Tr..
Cletrac 40-30	...	5-6	3	9388	68	17	15½	H..	30-42	T.D.M.	Her...	6	4¼x4½	V..	L..	1450	Eise...	Til..	....	Vor...	HC.	Pu.	SP-B&B.	13	8½	SP..		.....	SG..	Axle.	18	Tr..
Cletrac 40	...	7-8	3.6	11625	80	22	11½	H..	40-55	T.D.M.	Wis..	6	4½x5	V..	I..	1575	D-R..	Sch.	....	Vor...	HC.	Pu.	SP-B&B.	15	13	SP..		.....	SG..	Axle.	18	Tr..
Cletrac 80-60	...	15	2 5	21380	97	16	16	H..	60-80	T.D.M.	Wis..	6	5¾x6½	V..	I..	1050	D-R..	Sch.	....	Vor...	HC.	Pu.	DP-Long.	24	15	SP..		.....	SG..	Axle.	18	Tr..
DoAll PT	...	2	2.63	3250	60	Var.	10	H..	....	F.A.K..	Wauk.	4	3½x4½	V..	L..	1200	Split..	Zen.	....	Don..	HC.	Th	MO-....	10	6½	MO.	2	.....	SG..	Hub.	2	Wh.
DoAll PC	...	2	2.63	3075	103	Var.	32	..	....	T.D.M.	Wauk.	4	3½x4½	V..	L..	1200	Split..	Zen.	....	Don..	HC.	Th	MO-....	10	6½	MO.		.....	SG..	Hub.	2	Wh.
DoAll LD	...	2	2.63	3154	82	Var.	25	H..	....	S.A.°...	Wauk	4	3½x4½	V..	L..	1200	Split..	Zen.	....	Don..	HC.	Th	MD-TDi..	10	6½	MO.		.....	SG..	Hub.	2	Wh.
Eagle 6A	...	3-4	3.33	4800	80	15	10	V°.	22-37	F.A.K..	Wauk.	6	4x4¾	V..	L..	1416	Split..	Zen.	Gas.	Vor...	HC.	Pu.	DP-TDi..	16	8	TDi	3	48-12	SG..	Spks.	2	Wh.
Eagle H	...	3-4	2.00	6800	88	15	17	H..	16-30	F.A.K.	Own	2	8x8	H..	I..	450	Dixie..	Sch.	Ker.	Own	MO.	Pu.	ES-Own..	24	10	ES..	2	52-12	SG..	Rim..	2	Wh.
Eagle H	...	4-5	2.00	7100	91	16	17	H..	20-40	F.A.K.	Own	2	8x10	H..	I..	450	Dixie..	Sch.	Ker.	Own	MO.	Pu.	ES-Own..	24	10	ES..	2	52-12	SG..	Rim..	2	Wh.
Eagle E	...	3-4	2.00	7800	84	14	11½	H..	20-35	F.A.K..	Own	2	8x9	H..	I..	450	Dixie..	Sch.	Ker.	Own	MO.	Pu.	ES-Own..	24	10	ES..	2	48-14	SG..	Axle.	2	Wh.
Eagle H20-40 Sp.	...	4-5	2.00	8150	96	17	17	H..	20-40	F.A.K.	Own	2	8x10	H..	I..	450	Dixie..	Sch.	Ker.	Own	MO.	Pu.	ES-Own..	24	10	ES..	2	52-18	SG..	Rim..	2	Wh.
*Fordson		2	2.81	3112	63	21	11½	H..	14-26	F.A.K.	Own	4	4⅛x5	V..	L..	1100	RBos..	Zen.	Gas.	Own	CS..	Pu.	....Own..	9½	6½	SLG	3	42-12	Wo	Axle.	2	Wh.
*Fordson		2	2.24	3112	63	21	11½	H..	14-26	F.A.K.	Own	4	4⅛x5	V..	L..	1100	RBos..	Kin.	Ker.	Own	CS.	Pu.	....Own..	9½	6½	SLG	3	42-12	Wo.	Axle.	2	Wh.
*Gray 25-50	2185	4	3.00	6900	140	34½	18	N..	2ə-50	F.A.K..	Wauk.	4	5x6¾	V..	L..	1000	RBos..	°Str	Gas.	Ben...	CS..	Pu.	Co-Own..	11⅜	8¼	Co..	2	54-54	Cha	Rim..	2	Wh.
Hart-Parr..12-24	...	2	3.33	4800	76	28	11⅜	H..	12-24	F.A.K.	Own	2	5¾x6½	H..	I..	850	RBos..	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	13	8	SP..	3	46-10	SG..	Hub.	2	Wh.
Hart-Parr..18-36	...	3	3.25	6100	83	32	11⅜	H..	18-36	F.A.K.	Own	2	6¾x7	H..	I..	800	RBos..	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	14	9	SP..	3	51-12	SG..	Hub.	2	Wh.
Hart-Parr..28-50	...	4	3.2	8600	91	32	11⅜	H..	28-50	F.A.K.	Own	4	5¾x6½	H..	I..	850	RBos..	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	14	9	SP..	2	51-14	SG..	Hub.	2	Wh.
Huber 20-40	...	4	2.25	8200	93	30	14	U..	32-45	F.A.K..	Stea..	4	5½x6½	V..	I..	1000	Eise...	Zen.	Gas.	Pom	HC.	Pu.	MD-TDi..	15½	8	M D	2	56-18	SG..	Axle.	2	Wh.
Huber 25-50	...	5	2.25	8500	93	30	14	U..	40-62	F.A.K.	Stea..	4	5½x6½	V..	I..	1000	Eise...	Zen.	Gas.	Pom	HC.	Pu.	MD-TDi..	15½	9	M D	2	56-20	SG..	Axle.	2	Wh.
Huber-Light 4	...	4	3.08	5600	81	21½	11	H°	20-36	F.A.K..	Wauk.	4	4¾x6¾	V..	L..	1150	Bosch.	Zen.	Gas.	Pom	HC.	Pu.	SP-TDi..	17	8¾	..	2	50-14	SG..	Axle.	2	Wh.
Huber Mod. Far.	...	3	3.50	3750	71	20	23	H°	..	F.A.K..	Wauk.	4	4¼x5	V..	L..	1200	Bosch.	Zen.	....	Pom	HC.	Pu.	SP-.....	14	6½	....	3	.....	SG..	Axle.	2	Wh.
John Deere. D	...	3-4	3.41	4822	60½	27	10	U..	None	F.A.K..	Own	2	6¾x7	H..	L..	900	Split..	Sch.	G-K	Don..	HC.	Th	MD-Own.	13¼	8½	M D	2	46-12	Cha	Axle.	2	Wh.
John Deere..GP	...	2	2.88	4036	70½	16	22	U..	None	F.A.K..	Own	2	6x6	H..	L..	950	Own	Ens.	G-K	Don..	HC.	Th	SP-Own..	13	6½	SP..	3	42¾-10	Cha	Axle.	2	Wh.
John Deere..WT		2		4137	78⅝	16	22	U..	..	S.A....	Own	2	6x6	H..	L..	950	Own	Sch.	G-K	Don..	HC.	Th	SP-Own..	13	6½	SP..	3	44-10	Cha	Axle.	2	Wh.
LaCrosse H	750	3	3.50	4000	90	15½	14	H..	12-24	F.A.K..	Own	2	6x6	H..	I..	850	K-K	Kin.	....	Ben..	MO.	Pu.	FD-Own..	10½	8		1	....	SI	Rim..	2	Wh.
Lauson 6S	...	3-4	3.3a	....	88	32	14	U..	22-35	F.A.K.	Wisc.	6	3⅞x5	V..	I..	1300	Eise...	Til..	Gas.	Pom	HC.	Pu.	ES-Own..	16	8	ES..	2	48-12	SG..	Hub.	2	Wh.
Lauson 6T1	...		3.5	10500	105	..	9	N..	25-45	F.A.K..	Le Roi	6	4½x6	V..	I..	1050	ABos..	Til..	Gas.	Pom	HC.	Pu.	MD-TDi.	18	8½	No..	2	54-12	SG..	Hub.	2	Wh.
Lauson S	...	3-4	3.25	5550	84	30	9	U..	20-35	F.A.K.	Le Roi	4	4½x6	V..	I..	1100	Eise...	Til..	Gas.	Pom	HC.	Pu.	ES-TDi.	16	8	No..	2	48-12	SG..	Hub.	2	Wh.
Massey-Har..GP	...	2	3.2	3882	51	Var.	32	H..	....	T.D.M.	Her...	4	4x4½	V..	L..	1200	ABos..	Zen.	....	Own	HC.	Pu.	SP-.....	12½	6½	JC..	3	.....	SG..	Hub.	0	Wh.
McC-D..Fairway	...	2	3.00	3650	85	16	30	H°	....	S.A....	Own	4	3¾x5	V..	I..	1200	Own	Own	Ker.	Own	CS..	Th	SP-Own..	14	6½	SP..	3	40-16	SGB	Axle.	2	Wh.
McC-Deer.10-20	...	2	3.01	3920	78	28	10¼	H°	10-20	F.A.K..	Own	4	4¼x5	V..	I..	1000	Own	Own	Ker.	Own	CS..	Th	SP-Own..	15¼	7	SP..	3	42-12	SG..	Axle.	2	Wh.
McC-Deer.15-30	...	3	3.2	6540	85	33	10½	H°	22-36	F.A.K..	Own	4	4¾x6	V..	I..	1050	Own	Own	Ker.	Own	CS..	Pu.	SP-Own..	16¾	9	SP..	3	50-12	SG..	Axle.	2	Wh.
McC-D..Farmall	...	2	3.00	3650	85	16	30	H°	....	S.A....	Own	4	3¾x5	V..	I..	1200	Own	Own	Ker.	Own	CS..	Th	SP-Own..	14	6½	SP.	3	40-6	SGB	Axle.	2	Wh.
McC-Deer.. 30	...	3	Var.	....	94	17¼	31⅝	V°.	....	S.A....	Own	4	4¼x5	V..	I..	1150	Own	Zen.	....	Own	CS..	Pu.	SP-Own..	14⅝	7	..	1	.....	SGB	Axle.	2	Wh.
Mead-Morr..55C	...	4	3.00	8900	64	12	..	H..	43	T.D.M.	Sten.	4	4¾x6½	V..	I..	1200	Eise...	Sch.	Gas.	Pom	HC.	Pu.	MD-Own.	12	9	..	3	.....	SL..	Rim..	0	Tr..
Mead-Morr..80A	...	6	3.00	15000	87	16	11½	H..	65	T.D.M.	Her...	4	5½x7	V..	L..	1200	Eise...	Zen.	Gas.	Pom	HC.	Pu.	MD-Own.	12	8½	....	3	.....	SI	Hub.	0	Tr..
Minneap..17-30A	...	3	3.09	7100	80½	13½	14	V°.	17-30	F.A.K..	Own	4	4¾x7	V..	I..	825	ABos..	Sch.	....	Sim...	CS..	Pu.	MD-Own.	15½	8¼	....	2	.....	IG..	Rim..	2	Wh.
Minneap..17-30B	...	4	3.42	7178	..	16	14	H°	17-30	F.A.K..	Own	4	4¾x7	V..	I..	925	ABos..	Sch.	....	Sim...	CS..	Pu.	MD-Own.	15½	8¼	....	2	.....	IG..	Rim..	2	Wh.
Minneap...27-42	...	4	3.42	7200	..	16	14	V°.	27-42	F.A.K..	Own	4	4¾x7	V..	I..	925	ABos..	Sch.	....	Sim...	CS..	Pu.	MD-Own.	15½	8¼	....	2	.....	IG..	Rim..	2	Wh.
M-M Universal..		2	3.13	4700	90½	8½	27¼	H..	....	S.A....	Own	4	4¼x5	V.	I..	1000	ABos..	Sch.	....	Don..	HC	Pu.	SP-TDi..	14	7	No..	3	.....	SG..	Axle.	2	Wh.
Monarch 75	5350	12	2.6	23600	91	..	16½	H..	59	T.D.M.	Le Roi	4	6¾x7	V..	I..	850	Eise...	Zen.	Gas.	Pom	HC.	Pu.	SP-Own.	14½	11	SP..	3	-15	Cha	Hub.	0	Tr..
Monarch 50	3540	8	2.82	14300	84	..	17	H..	43	T.D.M.	Own	4	5¼x6½	V..	I..	1000	Eise...	Zen.	....	Pom	HC.	Pu.	SP-Own.	12	8¾	SP.	3	.....	Cha	Hub.	0	Tr..
Monarch 35	2450	6	2.76	10075	67	..	14	H..	29	T.D.M.	Own	4	4¾x6½	V..	I..	930	Eise...	Zen.	....	Pom	HC.	Pu.	SP-Own.	12	8¾	SP..	1	.....	SG..	Hub.	0	Tr..
Oliver H-P..	985	2-3	3.2	4090	80⅝	24	16	H..	18-27	F.A.F..	Own	4	4¼x5¼	V..	I..	1150	ABos..	Ens.	Ker.	Don..	HC.	Pu.	SP-B&B.	14¼	7½	JC..	3	59½-⅝	SG..	Axle.	1	Wh.
Oliver H-P 18-28	1025	2-3	3.2	4015	72½	25	9¾	H°	18-28	F.A.K..	Own	4	4¼x5¼	V..	I..	1190	ABos..	Ens.	Ker.	Don..	HC.	Pu.	SP-B&B.	14¼	7½	JC..	3	44-10	SG..	Axle.	2	Wh.
Oliver H-P 28-44	1325	3-5	3.3	5565	80	28	10¼	V°.	28-44	F.A.K.	Own	4	4¾x6¼	V..	I..	1125	ABos..	Ens.	Ker.	Don..	HC.	Pu.	SP-B&B.	16¾	8¼	SLG	3	46-12	SG..	Axle.	2	Wh.
Rock Island..G-2		2-3	2.75	4200	73	20	12	U.	15-25	F.A.K..	Wauk.	4	4¼x5¾	V..	I..	1100	Split..	Str..	G-K	Pom°	HC.	Pu.	SP-TDi..	16	6½	SP.	2	46-11	SG..	Axle.	2	Wh.
Rock Island..F	...	3-4	2.85	4700	76	22	13	U..	18-35	F.A.K.	Buda..	4	4½x6	V..	I..	1100	Split..	Str..	G-K	Pom°	HC.	Pu.	SP-TDi..	18	7½	SP..	2	48-12	SG..	Axle.	2	Wh.
Rock Island..FA	...	3-4	2.50	4700	76	22	13	U..	18-35	F.A.K.	Buda..	4	4½x6	V..	I..	1100	Split..	Str..	G-K	Pom°	HC.	Pu.	SP-TDi..	18	7½	SP..	2	48-12	SG..	Axle.	2	Wh.
Rumely 6A	...	4	2-3	5510	86	15¾	10½	V°.	..	F.A.K..	Wauk.	6	4¼x4¾	V..	L..	1200	Split..	Zen.	....	Vor...	HC.	Pu.	MO-TDi..	13	8	MO.	6	..	SG..	Axle.	2	Wh.
Twin City..KT	...	2	3.13	4300	78¼	16	21	H°	11-20	F.A.K.	Own	4	4¼x5	V..	I..	1000	ABos..	Sch.	Gas.	Don..	HC.	Pu.	SP-TDi..	14	7	No..	3	42-10	SG..	Axle.	2	Wh.
Twin City..17-28	...	3	3.0	5350	84	28	9½	H..	17-28	F.A.K.	Own	4	4¼x6	V..	I..	1075	ABos..	Sch.	Gas.	Don..	HC.	Pu.	SP-TDi..	16	7¼	No..	2	50-12	SG..	Axle.	2	Wh.
Twin City..27-44	...	5-6	2.90	9200	97	30	13½	H..	27-44	F.A.K..	Own	4	5½x6¾	V..	I..	900	ABos..	Sch.	Gas.	Don..	HC.	Pu.	DP-TDi..	21	8½	No..	2	60-20	SG..	Axle.	2	Wh.
Twin City..21-32	...	3-4	3.17	5880	84	28	9¼	H..	21-32	F.A.K..	Own	4	4¼x6	V..	I..	1075	ABos..	Str..	Gas.	Don..	HC.	Pu.	SP-TDi..	16	7½	No..	3	50-12	SG..	Axle.	2	Wh.
Wallis..Certified		3	3.33	4315	84	28	13	H..	20-30	F.A.K.	Own	4	4⅜x5¾	V..	I..	1000	Bosch.	Kin.	G-K	Own	HC.	Pu.	SP-TDi..	19	7¼	SP.	2	48-12	SG..	Axle.	2	Wh.
Wallis 12-20		2	3.33	3450	78	23	10	H..	12-20	F.A.K.	Own	4	3⅞x5¼	V..	I..	1000	Bosch.	Kin.	G-K	Own	HC.	Pu.	SP-TDi..	17	6¼	SP..		.....	SG..	Axle.	2	Wh.
Wetmore..12-20	685	2	3.25	2900	72	15	12½	H..	12-20	F.A.K..		4	3⅜x5½	V..	I..	1100	Split..	Sch.	....	AM...	HC.	Pu.	MD-Ful..	12	7	....		.....	IG.	Spks.	2	Wh.
Wetmore..12-25	865	3	3.50	3000	72	15	12½	H..	12-25	F.A.K..	Wauk.	4	4x5¾	V..	L..	1050	Split..	Sch.	Ker.	None..	HC.	Pu.	MD-Ful..	12	7	No..	3	46-10	IG.	Spks	2	Wh.
Yuba	3500	8	2.08	9980	109	18½	11½	U.	25-40	S.A....	Own	4	5¼x7	V.	I..	800	Bosch.	Str..	Dis.	Pom	CS..	Pu.	MD-Lem.	14	8½	..	2	-17½	SG..	Axle.	1	Tr..

ABBREVIATIONS:

*—1931 Specifications
°—Others Used also
a—Average
ABos—American Bosch
A-K—Atwater Kent
AM—Air Maze
Beav—Beaver
B&B—Borg & Beck
Ben—Bennett
B&S—Briggs and Stratton
Cha—Chain
Co—Cone
Cont—Continental
CS—Circulating Splash
Dis—Distillate
Don—Donaldson
DP—Double Plate
D-R—Delco Remy
DS—Drilled Shaft
Eise—Eisemann
Ens—Ensign
ES—Expanding Shoe
F—F Head Engine
F.A.F—Front Axle Fork
F.A.K.—Front Axle Knuckle
FD—Fixing Drum
Ful—Fuller
G-K—Gasoline and Kerosene
Gas—Gasoline
H—Horizontal
H.B—Handle Bars
HC—Hollow Crankshaft
Her—Hercules
I—In Head
IG—Internal Gear
JC—Jaw Clutch
Ker—Kerosene
Kin—Kingston
L—"L" Head
Lem—Lemlay
McC-Deer—McCormick-Deering
MD—Multiple Dry Disc
MO—Multiple Disc in Oil
MO—Multi-Feed Mechanical Oiler
N—None
Opt—Optional
Pom—Pomona Pu—Pump
RBos—Robert Bosch
S.A.—Swinging Axle
Sch—Schebler
SG—Spur Gear
SGB—Spur and Bevel Gear
Sim—Simplex
SI—Spur and Internal Gear
SI.G—Sliding Gear
SP—Single Plate
Spks—Spokes
Split—Splitdorf
Stea—Stearns
Str—Stromberg
TDi—Twin Disc
T.D.M.—Thru Driving Members
Th—Thermo-Siphon
Til—Tillotson
Tr—Tracks
U—Universally
V—Vertical
Var—Varies
Vor—Vortox
Wauk—Waukesha
Wh—Wheel
Wisc—Wisconsin
Wo—Worm
Zen—Zenith

STATISTICAL ISSUE

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
A.C.F. Special YXZ	Buses	6-4¾x4¾	45.9	95-2200	428.4	...	3	Det.	6	Int.	Nich.	PS.	L.	Sil.	1.75	.390	Heli.	None.	Al.	4.87	...	1.25x4.25	Pist.	4
Automatic J5½	T & Tr. Mar.	4-5½x7	48.40	48-800	665.2	4.0	4	Int.	1	Sep.	Iron.	Iron.	L.	Sil.	2.25	.44	Spur.	None.	CI.	7.00	100.0	1 43x4.62	Rod.	4
Automatic M	T & Tr. Mar.	4-6½x8	67.10	62-675	1061.7	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	2.50	.56	Spur.	None.	CI.	9.00	35 .0	1.68x1.12	Rod.	4
Automatic N	T & Tr. Mar.	4-7½x9	89.80	75-540	1588.0	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	3.00	.56	Spur.	None.	CI.	10.50	548.0	2.00x7.12	Rod.	4
Automatic R	T & Tr. Mar.	4-8½x10	111.50	100-500	2288.0	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	3.25	.68	Spur.	None.	CI.	12.31	752.0	2.43x8 00	Rod.	4
Brennan CE	T, Tr & B.	4-4½x5	32.40	55-1800	318.1	4.08	3,4	Det.	4	Sep.	Iron°	Iron.	L.	Sil.	2.	...	Spur.	Acex	SS.	5	88	1.17x4 00	Flo.	4
Brennan B70		6-4x5½	38.40	70-1800	414.7	4.5	3,4	Det.	3	Sep.	Al.	Al.	I.	Tun.	2⅜	⅜	Heli.	None.	SS.	4.5	72	1.17x3.87	Flo.	3
Brennan 100	T, B, Tr	6-4⅜x5½	45.94	75-1800	496.0	....	3,4	Det.	3	Sep.	Al.	Al.	I.	Sil°	2.12	.37	Heli.	None.	SS.	5.50	.....	1.25x		4
Brennan 150	T, B, Tr	6-4½x6½	48.60	150-2000	620.3	....	4	Det.	3	Sep.	Al°	Al.	I.	Sil°			Bevel.		CI.					4
Buda GL6	T, Buses	6-4½x6	48.60	114-2200	572.5	4.3	3	Det.	6	Sep.	Al.	Al.	L.	Sil-e.	2.50†	.31†	Heli.	None.	CI.	6.25	93	1 62x3.75	Flo.	4
Buda WTU	Trucks	4-3¾x5½	22.50	37-1850	226.4	4.0	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	1.68†	.28†	Heli.	None.	CI.	4.50	42	1 37x3 00	Flo.	4
Buda KBUI	Buses & T.	4-4 x5½	25 60	43-1800	263.9	4.23	3	Det.	4	Sep.	Iron	Iron.	L.	Sil-e	1.87†	.28†	Heli.	None.	CI.	5.00	64	1.49x3 18	Flo.	4
Buda KTU	Trucks	4-4 x5½	25.60	43-1800	263.9	4.23	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	1 87†	.28†	Heli.	None.	CI.	5.00	64	1.49x3 18	Flo.	4
Buda EBUI	Buses & T.	4-4½x5½	28.90	48-1850	312.0	4 05	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2.12†	.28†	Heli.	None.	CI.	5.37	81	1 12x3.68	Rod.	4
Buda ETU	Trucks	4-4½x5½	28.90	48-1850	312.0	4 05	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2 12†	.28†	Heli.	None.	CI.	5 37	81	1.12x3.68	Rod.	4
Buda YBUI	Buses & T.	4-4½x6	32.40	60-1700	381.7	4.1	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2 37†	.28†	Heli.	None.	CI.	6.25	97	1.25x3.87	Rod.	4
Buda YTU	Trucks	4-4½x6	32.40	50-1400	381.7	4.1	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2.37†	.28†	Heli.	None.	CI.	6.25	97	1.25x3.87	Rod.	4
Buda BBU, BTU	Trucks	4-5 x6½	40.00	61-1000	510.5	3.9	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2.43†	.31†	Heli.	None.	CI.	6.75	142	1.37x4.37	Rod.	4
Buda BUS	Buses & T.	6-4 x5½	38.40	73-2000	386.4	4.3	3	Det.	6	Sep.	Al.	Al.	L.	Sil-e.	2 12†	.31†	Heli.	None.	CI.	5.00	64	1.49x3 18	Flo.	4
Buda BA6	Buses & T.	6-4½x5½	40.84	104-2200	411.0	5 3	3	Det.	6	Sep.	Al.	Al.	L.	Sil-e.	2.12†	.31†	Heli.	None.	CI.	5.00	64	1.49x3.12	Flo.	4
Buda HS-6	Cars, T & B.	6-3¾x4½	27.33	52-2200	241 6	4.5	3	Det.	6	Sep.	Iron.	Al.	L.	Sil-e.	1 65†	.31†	Heli.	None.	CI.	3.87	46 0	1 12x2.81	Flo.	4
Buda JV-6	Tractors	6-5¾x7¼	79.35	125-1000	1130.16	3 88	....	Det.	2	Sep.	Iron.	Iron.	L.	Sil-e.	2.78†	.44†	Heli.	None.	CI.	6.87	172	2 00x4.87	Flo.	4
Buda JH-6	Tractors	6-6x7¼	86.40	135-1000	1230	4 28	....	Det.	2	Sep.	Iron.	Iron.	L.	Sil-e.	2 78†	.44†	Heli.	None.	CI.	6 87	196	2 00x5.12	Flo.	4
Buda GF-6	Buses & T.	6-4¾x6	34.15	127-1800	638	4.39	3	Det.	6	Sep.	Al.	Al.	L.	Sil-e.	2.50†	.31†	Heli.	None.	CI.	6.25	94	1 62x4.00	Flo.	4
Buda FR	T & Tr.	4-5½x6½	48.4	70-1400	618	4.10	3	Det.	4	Sep	Iron.	Iron.	L.	Sil-e.	2 43†	.31†	Heli.	None.	CI.	6.75	144	1.37x4.87	Rod.	4
Buda DW-6	Cars & T.	6-3¾x5	33.74	73-2200	331	4 50	3	Det.	6	Sep.	Iron.	Al.	L.	Sil-e.	1 96†	.31†	Heli.	None.	CI.	4.37	48	1.37x3 00	Flo.	4
Buda JV-4	Tractors	4-5¾x7¼	52.9	85-1200	740	3.86	3	Det.	2	Sep.	Iron.	Iron.	L.	Sil-e.	2 78†	.37e	Heli.	None.	CI.	6.87	172	2 00x4.87	Flo.	4
Buda JH-4	Tractors	4-6x7½	57.6	90-1200	806	4.28	3	Det.	2	Sep.	Iron.	Iron.	L.	Sil-e.	2.78†	.37e	Heli.	None.	CI.	6.87	196	2.00x5 12	Flo.	4
Buda YRA	Tractors	4-4½x6	32 4	50-1400	381.7	4.10	3	Det.	4	Sep.	Iron.	Iron.	L.	Sil-e.	2 37†	.28†	Heli.	None.	CI.	6.25	120 5	1 25x3 87	Rod.	4
Buda H,HM,HMR-173	C, T, Mar.	4-3½x4½	19 60	45-2600	173.0	4.75	3-4	Det.	4	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.	SS.	3.75	37	1 25x3.00	Flo.	4
Buda H,HM,HMR-199	C, T, Mar.	4-3¾x4½	22.50	50-2600	199.0	4.75	3-4	Det.	4	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.	SS.	3.75	42	1.25x3.25	Flo.	4
Buda H,HM,HMR-260	C, T, Mar.	6-3½x4½	29.4	70-2800	259.8	5.25	3-4	Det.	6	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.	SS.	3.75	37	1.25x3.00	Flo.	4
Buda H,HM,HMR-298	C, T, B, Mar.	6-3¾x4½	33.74	80-2800	298.2	5.25	3-4	Det.	6	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.	SS.	3.75	42	1 25x3.25	Flo.	4
Buda J-214	Cars & T	6-3¾x4	27.34	62-3000	214.7	5.0	3-4	Det.	6	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.		3.75	33	1.00x2.87	Flo.	4
Buda H,HM,HMR-205	C, T, Mar.	4-3⅝x4½	23.2	52-2600	205	4.76	3-4	Det.	4	Int.	SS.	PS.	L.	Sil.	1.53†	.31	Heli.	None.	SS.	3.75	42	1.25x3.25	Flo.	4
Buda YRC	Tractors	4-4¾x6	36.1	60-1400	425.3	4.05	3	Det.	4	Sep.	SS.	Iron.	L.	Sil.	2.37	.28	Heli.	None.	SS.	6.12	..	1.75x4.10		4
Buda K,KM,KMR-325	T, B, Tr, Mar.	6-3⅝x4¾	34.8	87-2800	325	4.83	3	Det.	6	Int.	Nich.	Iron.	L.	Sil.	1.75†	.372	Heli.	None	SS.	4.37	59.5	1.25x3.21	Flo.	4
Buda K,KM,KMR-369	T, B, Tr, Mar.	6-4⅛x4¾	38.6	99-2800	369	4.83	3	Det.	6	Int.	Nich.	Iron	L.	Sil.	1.75†	.372	Heli	None.	SS.	4.37	63.5	1.25x3.47	Flo.	4
Buda K,KM,KMR-393	T, B, Tr, Mar.	6-4⅝x4¾	42.07	103-2600	393	4.83	3	Det.	6	Int.	Nich.	Iron.	L.	Sil.	1.75†	.372	Heli.	None.	SS.	4.37	65.5	1.25x3.47	Flo.	4
Buda K,KM,KMR-428	T, B, Tr, Mar.	6-4⅜x4¾	45.9	107-2600	428	4.83	3	Det.	6	Int.	Nich.	Iron.	L.	Sil.	1.75†	.372	Heli.	None.	SS.	4.37	68.25	1.25x3.81	Flo.	4
Buda L,LM,LMR-451	T, B, Tr, Mar.	6-4⅜x5	45.9	105-2200	451	4.83	3	Det.	6	Int.	Nich.	Iron.	L.	Sil.	1.75†	.372	Heli.	None.	SS.	4.37	68.25	1.25x3.81	Flo.	3
Buda L,LM,LMR-504	T, B, Tr, Mar.	6-4⅝x5	51.3	112-2200	504	4.83	3	Det.	6	Int.	Nich.	Iron.	L.	Sil.	1.75†	.372	Heli.	None.	SS.	4.37	69	1.25x4.09	Flo.	3
Buffalo BA	Tractors	4-3½x5	19.6	.....	192.4	3.6	3	Det.	4	Int.	Iron.	PS.	L.	CI.	1.94	.31†	Heli.	None.	CI.	..	48	1.09x3.25	Rod.	3
Buffalo 4ATT	Tractors	4-7¾x9	.....	170-900	1698.2	3.6	4	Det.	2	Sep.	Iron.	Iron.	L.	CI.	4.00	.71†	Heli.	Idler.	Al.	9.00	345	2.00x7.19	Pist.	4
Buffalo 4ATT	Tractors	4-8¼x9	.....	200-900	1924.4	3.6	4	Det.	2	Sep.	Iron.	Iron.	L.	CI.	4 00	.71†	Heli.	Idler.	Al.	9.00	373	2.12x7.69	Pist.	4
Buffalo 6ATT	Tractors	6-7¾x9	.....	260-900	2547.3	3.6	4	Int.	2	Sep.	Iron.	Iron.	L.	CI.	4.00	.71†	Heli.	Idler.	Al.	9.00	345	2.00x7.19	Pist.	4
Buffalo 6ATT	Tractors	6-8¼x9	.....	300-900	2886.6	3.6	4	Int.	2	Sep.	Iron.	Iron.	L.	CI.	4.00	.71†	Heli.	Idler.	Al.	..	373	2.12x7.69	Pist.	4
Buffalo 8ATT	Tractors	8-7¾x9	.....	340-900	3396.4	3.6	4	Det.	2	Sep.	Iron.	Iron.	L.	CI.	4.00	.71†	Heli.	Idler.	Al.	9.00	345	2.00x7.19	Pist.	4
Buffalo 8ATT	Tractors	8-8¼x9	.....	400-900	3848.8	3.6	4	Det.	2	Sep.	Iron.	Iron.	L.	CI.	4.00	.71†	Heli.	Idler.	Al.	9.00	373	2.12x7.69	Pist.	4
Buffalo 4RA	Tractors	4-5⅞x7	55.2	120-1200	759.0	4.0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.87	.61	Heli.	Cam.	Al.	6.62	114.5	1.50x5.44	Pist.	5
Buffalo 6RA	Tractors	6-5⅞x7	82.8	200-1500	1138.0	4 0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.87	.61	Heli.	Cam.	Al.	6.62	114.5	1.50x5.44	Pist.	5
Buffalo 8RA	Tractors	8-5⅞x7	110.4	240-1200	1518.1	4.0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.87	.61	Heli.	Cam.	Al.	6.62	114.5	1.50x5.44	Pist.	5
Capitol T-12	Marine	12-5¾x6¼	158.7	525-1700	1947	5.3	....	Int.	3	Sep.	Al.	Al.	I.	Sil.	..		Heli.	None.	Al				Flo.	4
Capitol LA-12	Marine	12-5x7	120.0	380-1700	1650	4.89	....	Int.	1	Int.	Al.	Al.	I.	Sil.	2.75		Heli.	None.	Al			1.25x	Rod.	4
Climax RBU	T & Tr.	6-5½x7	72.5	115-1200	997.5	4.34	4	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2 50	.37	Heli.	None.	CI.	6.94	168	1.48x4.87	Pist.	4
Climax R4U	Rail C & Tr.	4-6x7	57.60°	95-1200°	791.6°	4.42	4	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2 50	.37	Heli.	None.	CI.	6.94	220	1.48x5.37	Pist.	4
Climax R6U	Rail C & Tr.	6-6x7	86.40	140-1200	1187.5	4.42	4	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2 50	.37	Heli.	None.	CI.	6.94	220	1.48x5 37	Pist.	4
Climax K, KU	T & Tr.	4-5 x6½	40.00	57-1200	510 4	4.2	3	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2.25	31	Heli.	None.	CI.	5.75	132.0	1.36x4 75	Rod.	3
Climax T & TU	T & Tr.	4-5½x7	48.40	77-1200	665.2	4.1	4	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2 25	31	Spur.	None.	CI.	7.00	165.0	1.50x5.19	Rod.	4
Climax N4A	T & Tr	4-5½x6½	44.1	85-1200	563.0	4.3	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	2.25	.50	Heli.	None.	CI.	6.75	162	1.48x4.75	Pist.	4
Climax N4B	T & Tr	4-5¾x6½	52.9	100-1200	675.0	4.3	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	2.25	.50	Heli.	None.	CI.	6.75	189	1.48x5.25	Pist.	4
Climax R4 I	Rail C.	4-6x7	57.6	112-1200	791.6	4.2	4	Det.	2	Sep.	SS.	Iron.	I.	Sil.	2.25	.50	Heli.	None.	CI.	6.94	220	1.48x5.37	Pist.	4
Climax R6 I	Rail C.	6-6x7	86.4	165-1200	1187.5	4.2	4	Det.	2	Sep.	SS.	Iron.	I.	Sil.	2.25	.50	Heli.	None.	CI.	6.94	220	1.48x5.37	Pist.	4
Climax G4A	T, Tr.	4-4½x5¼	27.2	39-1200	281.0	4.1	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	1.75	.41	Heli.	None.	CI.	5.12	70.0	1.31x3.87	Rod.	4
Climax G4B	T, Tr.	4-4¾x5¼	30.6	44-1200	316.0	4.1	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	1.75	.41	Heli.	None.	CI.	5.12	80.0	1.31x4.12	Rod.	4
Climax H4A	T, Tr.	4-4¾x6¼	36.1	62-1200	583 0	....	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	2.12	.44	Heli.	None.	CI.	5.87	.....	1.50x4.12	Flo.	4
Climax H4B	T, Tr.	4-5½x6¼	42.0	70-1200	629.0	....	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	2.12	.44	Heli.	None.	CI.	5.87	.....	1.50x4.50	Flo.	4
Climax R8-I	Rail C.	8-6x7	115.2	225-1200	1583.0	4.2	4	Det.	2	Sep.	SS.	Iron.	I.	Sil.	2.25†	.50	Heli.	None.	CI.	6.94	220.0	1.48x5.37	Pist.	4
Continental 8R	Cars	6-3⅝x4½	27.34	57-2600	241.6	4.2	3	Det.	6	Sep.	Al.	PS.	L.	ChN	1.50	.31	Heli.	None.	CI.	4.06	35.8	.86x2.84	Rod.	3
Continental H7	T, Tr,	4-3½x4¼	15.63	.....	130.4	4.2	3	Det.	4	Int.	Iron.	PS.	L.	Sil.	1.50	31	Heli.	None.	CI.	3.25	29.7	75x2.72	Pist.	3
Continental B7	Trucks	4-o x6	40.00	.....	471.2	3.4	3	Det.	2	Sep.	Al.	Al.	L.	Sil.	2.12	.31	Heli.	None.	CI.	5.91	104.5	1.50x4.49	Rod.	5
Continental 15H	Buses	6-4½x5¾	48.60	109-2000	548.6	4.3	3	Det.	6	Sep.	Al.	Al.	L.	Sil.	2.12†	.37	Heli.	None.	Al	5.94	62 5	1.50x3.72	Rod.	5
Continental 18R	T & Buses	6-4x4½	38.4	81½-2400	339.3	4.14	3	Det.	6	Int.	Nicl.	PS.	I.	ChN	1.75	.375	Chain	None.	CI.	5.28	72.7	1.25x3.43	Flo.	4
Continental 20R	T & Buses	6-4½x4¾	40.84	87-2400	380.9	4.24	3	Det.	6	Int.	Nicl.	PS.	I.	ChN.	1.75	.375	Chain	None.	CI.	5.31	72.7	1.25x3.43	Flo.	4
Continental K4	T, B, Tr.	4-4½x5¼	27.23	.....	280.6	3.6	3	Det.	4	Sep.	Al.	Al.	L.	Sil.	1.87	.31	Heli.	None.	CI.	5.44	78.2	1.25x3.62	Rod.	4
Continental 16R	T & Buses	6-4x4½	38.4	73½-2400	311	4.19	3	Det.	6	Int.	Nicl.	PS.	I.	ChN.	1.75	.375	Chain	None.	CI.	5.28	71.7	1.25x3 43	Flo.	4
Continental L4	T, B, Tr.	4-4½x5½	32.40	.....	349.9	3.4	3	Det.	2	Sep.	Al.	Al.	L.	Sil.	2.00	.31	Heli.	None.	CI.	5.94	92	1.37x3.94	Rod.	4
Continental B5	T, B. Tr.	4-4¾x6	36.10	.....	425.3	3.4	3	Det.	2	Sep.	Al.	Al.	L.	Sil.	2.12	.31	Heli.	None.	CI.	6.12	102.7	1.50x4.28	Rod.	4
Continental H8	T & Tr.	4-3⅝x4½	18.22	33-2450	152.1	4.2	4	Det.	4	Int.	Iron.	PS.	L.	Sil.	1 50	.31	Chain	None.	CI.	3.88	35	.86x2.81	Pist.	4
Continental 16C	Trucks	6-3⅝x4⅝	27.34	70-3000	248.3	5	3,4	Det.	6	Int.	Nicl	PS.	L.	Sil.	1.50	.31	Chain	None.	CI.	3 93	33	.86x2 87	Flo.	4
Continental 12K	Cars	8-3⅝x4½	36.45	114-3300	322.9	5.1	4	Det.	8	Int.	Iron.	PS.	L.	Sil.	1.50	.37	Chain	None.	Als.	3.93	24	.86x2.87	Flo.	4
Continental 15S	Cars	8-3x4¾	28 8	85-3100	268.6	5.0	4	Det.	8	Int.	Iron.	PS.	L.	ChN.	1.25	31	Chain	None.	Als.	3.63	22.5	.86x2.50	Flo.	4
Continental 21R	T & B.	6-4⅜x4¾	45.94	112-2400	427.5	4.16	3	Det.	6	Int.	Nicl.	PS.	I.	Sil.	1.75	.41	Chain	None.	CI.	5.19	78	1.25x3.69	Flo.	4
Continental W10	Trucks	4-3⅞x4¼	24 0	47-2700	200.4	4.76	3	Det.	4	Int.	Iron.	Iron.	L.	Sil°	1.62†	.34	Chain		Al	4.44	..	1.00x3.39	Flo.	4
Continental S10	Tractors	4-4¼x5	28.9	50-1800	283.7	4.19	3	Det.	4	Int.	Iron.	Iron.	L.	Sil°	1.87	.31	Heli.	None.	NI.	4.75	....	1.50x3.50	Flo.	4
Continental H24	Tractors	4-5¾x6½	52.9	95-1200	675.0	4.35	3	Det.	4	Int.	Iron.	Iron.	I.	Sil°	2.25	.44	Heli.	None.	CI.	6.91	....	1.75x4.76	Flo.	4

ABBREVIATIONS:

a—Main Bearings.
Acex—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChN—Chrome Nicket Steel
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating
Heli—Helical.
I—Both valves in head.
Io—Valve in Head; overhead camshaft.

ENGINES

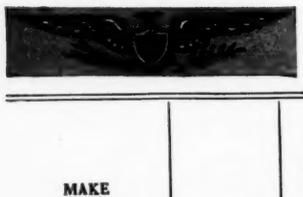
CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)				
							Diameter and Length (Ins.)																	
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
ASt.	9.62		ChN.			2.50x1.75	7	3.00x2.00	3.00x1.75	abee.	Gear.	Pump.	Vane.	Opt.	None.		900	975	No.				3	A.C.F. Special....YXZ
Car.	14.00	144.0	Car.	None.	No.	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	800	1650	Yes.	85¾	19½	35½	None.	Automatic....J5½
Car.	17.00	240.0	Car.	None.	No.	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	675	2700	Yes.	26	43	70½	None.	Automatic....M
Car.	19.00	496.0	Car.	None.	No.	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent	Opt.	560	3750	Yes.	30	48	78½	None.	Automatic....N
Car.	21.00	728.0	Car.	None.	No.	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	500	4700	Yes.	32	53½	86½	None.	Automatic....R
ASt.	11.00		NicS.	None.	No.	2.50x2.00	3	2.25x4.25	2.25x3.50	abee.	Gear.	Pump.	Gear.	Opt.	Opt.	1500	1350	600		21	28⅝	39½	Opt.	Brennan....CE
Car.	11.00		ChN.	None.	No.	2.50x2.00	3	2.75x4.50	2.75x3.00	abee.	Gear.	Pump.	Gear.	Opt.	Opt.	1500	1300	750		25¾	33	49¼	Opt°.	Brennan....B70
ASt.	11.00		ChN.	None.	No.	2.50x2.00	3			abe.	Gear.	Pump.	Cent.	Opt.	Opt.								Opt.	Brennan....100
ASt.	12.00		ChN.		No.	2.62x2.62	7			abede.	Gear.	Pump.	Cent.	Opt.	Opt.								Opt.	Brennan....150
ChVa	13.25	138.6	Car.	None.	Yes.	2.99x2.25	4	2.99x2.25	2.99x3.68	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1650	1000	1295	No.	28¾	43	58	1	Buda....GL6
ASt.	11.25	57.2	Car.	None.	No.	1.87x2.00	3	1.75x2.50	2.12x2.94	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	1000	640	No.	25¾	32¾	52½	3	Buda....WTU
ASt.	11.25	92.2	Car.	None.	Yes.	2.00x2.25	3	1.87x2.87	2.12x3.44	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1810	1000	840	No.	25¾	32¼	55	3	Buda....KBUI
ASt.	11.25	89.0	Car.	None.	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1800	1000	782	No.	25¾	32¼	55⅛	3	Buda....KTU
ChVa.	12.25	120.0	Car.	None.	Yes.	2.12x2.50	3	2.12x3.09	2.37x4.00	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1600	1050	980	No.	25¾	35¼	58¼	3	Buda....EBUI
ChVa	12.25	113.0	Car.	None.	No.	2.12x2.50	3	2.12x3.09	2.37x4.00	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1600	1050	968	No.	25¾	35⅛	58¼	3	Buda....ETU
ChVa	13.25	148.2	Car.	None.	Yes.	2.49x3.00	3	2.12x3.50	2.37x4.44	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1400	850	1140	No.	25¾	38¼	65¼	3	Buda....YBUI
ChVa	13.25	133.7	Car.	None.	No.	2.49x3.00	3	2.12x3.50	2.37x4.44	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1400	850	1080	No.	25¾	38¼	65¼	3	Buda....YTU
ChVa	14.37	163.0	Car.	None.	No.	2.50x3 12	3	2.25x4.12	2.62x4 68	abee.	Gear.	Pump.	Cent.	Opt.	Opt.	1200	700	1410	No.	28¾	41⅛	70¾	1	Buda....BBU, BTU
ChVa	11.25	94.0	Car.	None.	Yes.	2.49x2.12	4	2.50x2.12	2.50x3 50	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1850	800	946	No.	25¾	38¼	53⅝	3	Buda....BUS
ChVa.	11.25	94.0	Car.	None.	Yes.	2 49x2.12	4	2 50x2.12	2.50x3 50	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1850	800	954	No.	25¾	38¼	53⅜	3	Buda....BA6
ASt.	9.75	48.0	Car.	None.	Yes.	2 37x1.75	4	2 37x1 75	2 37x2 75	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	2200	1200	708	No.	25¾	31¾	44⅛	3	Buda....HS-6
ChVa.	15.25	239	Car.	None.	Yes.	3.49x3 31	4	3.50x4 75	3 50x4 75	abede.	Gear.	Pump.	Cent.	Opt.	Cent	1200	400	2800	No.	28⅝	44⅛	72¾	1, 0, 00	Buda....JV-6
ChVa.	15.25	239	Car.	None.	Yes.	3.49x3.31	4	3.50x4 75	3 50x4 75	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	400	3100	No.	28⅞	44⅞	72¾	1, 0, 00	Buda....JH-6
ChVa.	13 25	138.6	Car.	None.	Yes.	2.99x2.25	4	2.99x2 25	2.99x3.08	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1650	1000	1300	No.	28¾	43	56⅛	1	Buda....GF-6
ChVa.	14 37	163	Car.	None.	No.	2.50x3.12	3	2.25x4.12	2.62x3.33	abee.	Gear	Pump.	Cent.	Opt.	Opt.	1200	700	1450	No.	28¾	41⅞	70¾	1	Buda....Fr
ASt.	10.75	67	Car.	None.	Yes.	2.50x1.87	4	2 50x1 87	2.50x2 75	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	1000	793	No.	25¾	31¼	46⅞	3	Buda....DW-6
ChVa.	14.62	227.2	Car.	None.	No.	3.00x3.34	3	3 00x3 33	3.00x3 33	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1100	700	1883	No.	28¾	44⅜	45⅜	1, 0, 00	Buda....JV-4
ChVa.	14.62	227.2	Car.	None.	No.	3.00x3 34	3	3 00x3 33	3 00x3 33	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1100	700	1953	No.	28¾	49⅛	45⅜	1, 0, 00	Buda....JH-4
ChVa.	13.25	133.7	Car.	None.	No.	2.49x3 00	3	2 12x3 50	2 37x4.44	abede.	Gear.	Pump.	Cent.	Opt.	Opt.	1050	850	1900	Yes.	23⅛	40⅛	60⅛	Spec	Buda....YRA
ASt.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1200	600	No.	25¾	29¾	31⅛	3, 4	Buda....H,HM,HMR-173
ASt.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1200	620	No.	25¾	29¾	31⅛	3, 4	Buda....H,HM,HMR-199
ASt.	9 50	42.0	Car.	None.	No.	2.12x1.62	7	3 00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1100	888	No.	25¾	29¾	39¾	3, 4	Buda....H,HM,HMR-260
ASt.	9.50	42.0	Car.	None.	No.	2.12x1.62	7	3.00x1.50	3.00.2 12	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1000	898	No.	25¾	29¾	39¾	3, 4	Buda....H,HM,HMR-298
ASt.	8.56	36.0	Car.	None.	No.	2.00x1.50	7	2.50x1.37	2.50x1.87	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1100	669	No.	25¾	26½	37¾	4	Buda.... J-214
ASt.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear.	Pump.	Cent.	Opt.	Cent.	2000	1200	630	No.	25¾	29¾	31⅛	3, 4	Buda....H,HM,HMR-205
	13.25		Car.	None.	No.	2.50x2.87	3	2.50x3.53	2.50x4.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.									Buda....YRC
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2500	1100	900	No.	25¾	26	47⅞	2,3	Buda....K,KM,KMR-325
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2400	1100	900	No.	25¾	26	47⅞	2,3	Buda....K,KM,KMR-369
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2250	1200	900	No.	25¾	26	47⅞	2,3	Buda....K,KM,KMR-393
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	2100	1200	900	No.	25¾	26	47⅞	2,3	Buda....K,KM,KMR-428
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	1850	1100	900	No.	25¾	26	47⅞	2,3	Buda....L,LM,LMR-451
Car.	9.50	56	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	Cent.	1700	1000	900	No.	25¾	26	47⅞	2,3	Buda....L,LM,LMR-504
ASt.	10.25	34	Car.	None.	No.	1.87x2.17	3	2.25x2.87	2.18x3 00	Splash.	Pist.	Opt.	Cent.	Stk.	Cent.	1200	850	550	No.	25¾	32	40		Buffalo....BA
ASt.	21.00	352	Car.	None.	No.	3.75x4.50	5	4.25x7.00	4.25x3 00	abee.	Gear.	Opt.	Cent.	Opt.	Cent.	900	350	6875	No.	28½	52	90⅝		Buffalo....4ATT
ASt.	21.00	352	Car.	None.	No.	3.75x4.50	5	4.25x7.00	4.25x7.00	abee.	Gear.	Opt.	Cent.	Opt.	Cent.	900	350	6875	No.	28½	52	90⅝		Buffalo....4ATT
Car.	21.00	352	Car.	None.	No.	3.75x4.50	7	4.25x7.00	4.25x7.00	abeg.	Gear.	Opt.	Cent.	Opt.	Cent.	900	550	9500	No.	48½	52	118⅝		Buffalo....6ATT
Car.	21.00	352	Car.	None.	No.	3.75x4.50	7	4.25x7.00	4.25x7 00	abeg.	Gear.	Opt.	Cent.	Opt.	Cent.	900	550	9500	No.	48½	52	118⅝		Buffalo....6ATT
Car.	21.00	352	Car.	None.	No.	3.75x4.50	9	4.25x7.00	4.25x7 00	abeg.	Gear.	Opt.	Cent.	Opt.	Cent.	900		12125	No.	48½	52	146⅞		Buffalo....8ATT
Car.	21.00	352	Car.	None.	No.	3.75x4.50	9	4 25x7.00	4.25x7 00	abeg.	Gear.	Opt.	Cent.	Opt.	Cent.	900		12125	No.	48½	52	146⅞		Buffalo....8ATT
ASt.	14.00	136	Car.	None.	No.	3.00x2.37	5	3 12x4.50	3 12x4.12	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	1000	2740	No.	31½	49½	56½	2	Buffalo....4RA
ASt.	14.00	136	Car.	None.	No.	3.00x2.37	7	3.12x4.50	3 12x4.12	abe.	Gear.	Opt.	Cent.	Opt.	Cent.	1500	1100	3340	No.	31½	49½	73	2	Buffalo....6RA
ASt.	14.00	136	Car.	None.	No.	3.00x2.37	9	3.12x4.50	3.12x4.12	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	1200	3940	No.	31½	49½	90	2	Buffalo....8RA
ChN.							7			abedef.	Gear.	Pump.	Gear.	None.	None.			1950	No.	33⅞	39¼	98⅜	No.	Capitol....T-12
ChN.			ChN.			2.37x	7	2.62x	2.62x	abedef.	Gear.	Pump.	Gear.	None.	None.			1700	No.	30	39⅞	84	No.	Capitol....LA-12
ASt.	16.00	220	ChN.	None.	Yes.	3 00x3 50	4	3.25x3 81	3 25x4.50	abe.	Ecc.	Pump.	Cent.	Stk.	Cent	1200	700	2660	Yes	29⅛	46⅛	73½	1	Climax....RBU
ASt.	16.00	220	ChN.	None.	No.	3 00x3 50	4	3.25x3 81	3 25x4 50	abe.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2000	Yes.	30⅛	46¼	57⅛	1	Climax....R4U
ASt.	16.00	220	ChN.	None.	Yes.	3.00x3.50	4	3.25x3.81	3.25x4 50	abe.	Ecc.	Pump.	Cent.	Stk.	Cent	1200	700	2600	Yes.	30⅛	46¼	73½	1,0	Climax....R6U
ASt.	13.00	111.0	ChN.	None.	No.	2.25x3.00	3	2.19x3.78	2.31x4.40	abe.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1100	Yes.	23½	39¾	49½	2	Climax....K, KU
ASt.	14.00	179.0	ChN.	None.	No.	2.50x3.50	3	2.50x3.81	2.50x4.50	abe	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1550	Yes.	26	43⅞	55⅝	1	Climax....T & TU
Car.	14.00	194	Car.	None.	No.	3.00x3.00	3	3.25x3.87	3.25x4.37	abee.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1850	Yes.	30½	45½	53¼	1 0	Climax....N4A
Car.	14 00	194	Car.	None.	No.	3.00x3 00	3	3.25x3.87	3 25x4 37	abee.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1880	Yes.	30½	46	53¼	1 0	Climax....N4B
ASt.	16 00	220	ChN.	None.	No.	3.00x3.50	3	3.25x3.81	3 25x4.5	abee.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2300	Yes.	31⅞	50	57⅞	1 0	Climax....R4 1
ASt.	16 00	220	ChN.	None.	Yes.	3.00x3.50	4	3.25x3.81	3.25x4 5	abee.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	3200	Yes.	29⅞	50	73½	1 0	Climax....R6 1
Car.	10.50	167	Car.	None.	No.	2.37x2.12	3	2.37x2.31	2.37x2.75	abedef.	Gear.	Pump.	Cent.	Stk.	Cent.	1200	700	825	Yes.	25¾	35	40½	2	Climax....G4A
Car.	10.50	167	Car.	None.	No.	2.37x2 12	3	2.37x2.31	2.37x2 75	abedf.	Gear.	Pump.	Cent.	Stk.	Cent.	1200	700	825	Yes.	25¾	35	40½	2	Climax....G4B
Car.	11.75		Car.	None.	No.	2.75x2.50	3	3 00x2.87	3 00x3 62	abedef	Gear.	Pump.	Cent.	Stk.	Cent.	1200	800	1350	Yes.	28¾	32	46½	1	Climax....H4A
Car.	11.75		Car.	None.	No.	2.75x2.50	3	3.00x2.87	3.00x3.62	abedef.	Gear.	Pump.	Vane.	Stk.	Cent.	1200	800	1350	Yes.	28¾	32	46½	1	Climax....H4B
ASt.	16.00	251	ChN.	None.	No.	3.37x3.19	5	4.00x3.62	4.00x4 50	abedef.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	4200	Yes.	35⅝	50½	96½	0	Climax....R8-1
Car.	10.50	45.0	Car.	None.	No.	2.25x1.56	4	2.25x2.34	2.25x2 81	abe.	Gear.	Pump.	Cent.	NP.	None.	None.	1000	580	No.	26	32¼	40⅝	3	Continental....6R
Car.	8.00	28 0	Car.	None.	No.	1.50x1.44	3	1.50x1.78	1.50x2.75	abe.	Gear.	Pump.	Cent.	Stk.	Cent.	1200	1400	305	No.	26	29⅞	30⅝	4, 5	Continental....H7
Car.	13.25	162.7	Car.	None.	No.	2.62x3.00	3	2.37x3.31	2.62x3.69	abed.	Gear.	Pump.	Cent.	Opt.	Opt.	1100	700	969	No.	28¾	41⅛	46⅛	1	Continental....B7
Car.	13.50	135 2	ASt.	None.	Yes.	3.00x2.12	7	3.00x3.00	3.00x2.75	abed.	Gear.	Pump.	Cent	Opt.	Opt.	1650	1100	1500	No.	28¾	41⅛	52½	1	Continental....15H
Car.	9.50	54 5	ChVa.	None.	No.	2 50x1 82	7	2.75x1.75	2 75x2 62	abee.	Gear.	Pump.	Cent.	Opt.	Cent.	2000	860	1146	No.	27⅞	36⅛	46⅜	3	Continental....18R
Car.	9.50	54 5	ChVa.	None.	No.	2.50x1.82	7	2 75x1 75	2.75x2 62	abee.	Gear.	Pump.	Cent.	Opt.	Cent.	2000	960	1160	No.	27⅞	36½	46⅜	3	Continental....20R
Car.	11.50	93 2	Car.	None.	No.	2.12x2.37	3	2.25x2.62	2.25x2 75	abed.	Gear.	Pump.	Cent	Opt.	Var.	1300	700	680	No.	26	38½	38	2	Continental....K4
Car.	8.25	54.5	ChVa.	None.	No.	2.38x1 81	7	2 75x1 75	2.75x2 62	abee.	Gear.	Pump.	Cent.	Opt.	Cent.	2000	800	1100	No.	27⅞	34½	46⅜	3	Continental....16R
Car.	12.00	124 7	Car.	None.	No.	2.25x2.62	3	2.25x3.00	2.25x3.25	abed.	Gear.	Pump.	Cent.	Opt.	Var.	1200	600	807	No.	26	39⅝	42⅞	2	Continental....L4
Car.	13.25	162 7	Car.	None.	No.	2.62x3.00	3	2.37x3.31	2.62x3.69	abed.	Gear.	Pump.	Cent.	Opt.	Var.	1100	800	998	No.	28¾	41⅛	46½	1	Continental....B5
Car.	8.00	29	Car.	None.	No.	1.50x1.44	3	1.50x1.78	1 50x2.75	abe.	Gear.	Pump.	Cent.	NP.	None.	None.	1200	310	No.	26	29⅛	29½	Opt.	Continental....H8
Car.	9 00	37 5	Car.	None.	No.	2.13x1.38	7	2.37x1 78	2.37x2 18	abe.	Gear.	Pump.	Cent.	NP	None.	None.	1000	630	No.	26	33⅛	39½	3, 4	Continental....16C
Car.	9.00	42.5	Car.	None.	No.	2.37x1 50	5	2.62x1 65	2.62x2 53	abe.	Gear.	Pump.	Cent.	NP	None.	None.	2000	748	No.	27½	33½	47⅞	4	Continental....12K
Car.	9.75	41	Car.	None.	Yes	2.25x1.31	5	2 37x1.37	2.37x2 37	abee.	Gear.	Pump.	Cent.	NP	None.	None.	1600	675	No.	27½	30⅛	44⅜	5	Continental....15S
Car.	9.50	54.5	ChVa.	None.	No.	2.50x1.81	7	2.75x1⅛	2.75x2.63	abee.	Gear.	Pump.	Cent.	Opt.	Cent.	2000	1000	1175	No.	27⅞	36½	46⅜	3	Continental....21R
Car.	8.00		Car.	None.	No.	2.00x1.75	3	2.12x1.62	2.12x2.12	abee.	Gear.	Pump.	Cent.	Opt.	Suct.	2500	1000	510	No.	26	31½	34½	4	Continental....W10
Car.	10.50		Car.	None.	No.	2.25x2.37	3	2.25x2.37	2.25x2.69	abede.	Gear.	Pump.	Cent.	Stk.	Cent.		900		No.	24⅞	39	40		Continental....S10
Car.	13.00		Car.	None.	No.	3.12x2.75	5	3.25x3.25	3.25x3.50	abede.	Gear.	Pump.	Cent.	Stk.	Cent.	1200	700		No.	28¾	43⅛	49⅝	1	Continental....H24

Ind—Industrial.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Mar—Marine
Nich—Nichrome
Niel—Nickel Iron
NicS—Nickel Steel.

NP—No provision.
Opt—Optional.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck.
Var—Various.
°—Optional.
°—Others also.
†—Inlet valve only.
‡—1931 Specifications



AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	PISTONS: Number of Rings per Piston
Continental H28	Tractors	4-6¾x7½	72.9	132–1150	1073.5	3.93	3	Det.	4	Int.	Iron.	Iron.	I.	Sil°.	2.62	.44	Heli.	None.	CI.	7.73		2.12x5.66	Flo.	4
Continental 17E	Trucks	6-3⅝x4	27.3	61-3000	214.7	5.08	3	Det.	6	Int.	Iron.	Iron.	L.	Sil°.	1.44†	.31	Chain		Al.	3.94		.86x2.87	Flo.	4
Continental 25A	Trucks	6-3⅝x4	27.3	72-3400	214.7	5.32	3,4	Det.	6	Int.	Iron.	Iron.	L.	Sil°.	1.44†	.31	Chain		Al.	3.93		.86x2.87	Flo.	4
Continental 16H	T, Bu	6-4¾x5⅜	54.1	112-1900	611.3	4.16	3	Det.	6	Sep.	Iron.	Al.	L.	Sil°.	2.12†	.37	Heli.		Als.	6.25		1.50x4.06	Flo.	5
Continental 17S	Cars	8-2⅞x4¾	26.4	72-3000	246.7	5.1	4	Det.	8	Int.	Iron.	Iron.	L.	ChN.	1.37†	.31	Chain		Als.	3.62		.86x2.44	Flo.	4
Continental 13K	Cars	8-3⅜x4½	36.4	114-3300	323.0	5.1	4	Det.	8	Int.	Iron.	Iron.	L.	Sil°.	1.50†	.37	Chain		Al.	3.94		.86x2.87	Flo.	4
Continental W20	Trucks	4-4½x4¼	27.22	53½-2400	227.2	4.69	3	Det.	4	Int.	Iron.	PS.	L.	Sil°.	1.62†	.343	Chain	None.	Al.	4.44		1.00x3.56	Flo.	4
Continental H16	Trucks	4-5x6	40.0	80-1600	471.2	4.08	3	Det.	4	Int.	Iron.	Iron.	I.	Sil°.	2.12	.440	Heli.	None.	CI.	6.53		1.50x4.28	Flo.	4
Continental E600	T, B	6-3⅝x4½	32.6	73-2700	288.3	4.67	3	Det.	6	Int.	Iron.	PS.	L.	Tun°.	1.81†	.406	Heli.	None.	CI.	5.31		1.25x3.09	Flo.	4
Continental 11R	T, B	6-3⅞x4⅛	36.04	67½-2600	292	4.18	3	Det.	6	Int.	Iron.	PS.	L.	Tun°.	1.81†	.375	Chain	None.	CI.	4.91		1.25x3.21	Flo.	4
Continental E601	T, B	6-3⅞x4½	36.04	80-2650	318.4	4.54	3	Det.	6	Int.	Iron.	PS.	L.	Tun°.	1.81†	.406	Heli.	None.	CI.	5.31		1.25x3.09	Flo.	4
Continental E602	T, B	6-4¼x4½	40.84	90-2550	360.7	4.46	3	Det.	6	Int.	Iron.	PS.	L.	Tun°.	1.81†	.406	Heli.	None.	CI.	5.31		1.25x3.44	Flo.	4
Continental E603	T, B	6-4¼x4½	43.35	97-2400	383	4.54	3	Det.	6	Int.	Iron.	PS.	L.	Tun°.	1.81†	.406	Heli.	None.	CI.	5.31		1.25x3.44	Flo.	4
Continental 22R	T, B	6-4½x5¼	48.6	121-2400	501	4.22	3	Det.	6	Int.	Iron.	PS.	I.	Tun°.	1.87†	.450	Chain	None.	Als.	5.94		1.50x3.72	Flo.	4
Cyclone C4	T, B, & Tr	4-4¾x6	36.1	75-1500	425.3	Var.	3	Det.	4	Int.	SS.	SS.	I.	Sil.	2.12	.375	Heli.	None.	SS.	6.56		1.37x4.43	Rod.	5
Cyclone C4	T, B & Tr.	4-5x6	40.0	85-1500	471.24	Var.	3	Det.	4	Int.	SS.	SS.	I.	Sil.	2.25	.375	Heli.	None.	SS.	6.63	79	1.37x4.68	Rod.	5
Elco F-42	Marine	4-5x6	40.0	90-1600	471	5.04	4	Det.	2	Sep.	SS.	SS.	F.	Sil-e.	2.50	.30†	Heli.	None.	Als.	6.12	77	1.37x4.17	Flo.	4
Elco F-62	Marine	6-5x6	60.0	145-1600	707	5.04	4	Det.	2	Sep.	SS.	SS.	F.	Sil-e.	2.50	.30†	Heli.	None.	Als.	6.12	77	1.37x4.17	Flo.	4
Erd S4E	T & B	4-3½x5	19.60	46-2100	192.0	4.54	3	Det.	4	Int.	Iron.	PS.	L.	CI.			Heli.	None.	CI.	4.00	36	.87x3.37	Rod.	3
Erd S4I	C & T	4-3⅜x5	18.23	42½-2100	179.0	4.35	3	Det.	4	Int.	Iron.	PS.	L.	CI.			Heli.	None.	CI.	4.00	33	.87x3.25	Car.	3
Farr 4-45	Marine	4-3¼x4	16.9	46½-3200	134	5.3	4	Det.	4	Int.	Iron.	Al.	L.	Sil.	1.25†	.375	Heli.	None.	CI°.	3.12	22	1.00x2.87	Pist.	4
Farr 6-60, 6-82	Marine	6-3⅝x4¼	27.34		228	5.75	4	Det.	6	Int.	Iron.		L.	Sil.					CI°.			1.00x	Pist.	4
Farr 6-70, 6-92	Marine	6-3⅝x4¼	31.54		263	5.75	4	Det.	6				L.	Sil.					CI°.			2.00x	Pist.	
Farr 6-80, 6-102	Marine	6-3¾x4¼	33.75		282	5.75	4	Det.	6	Int.	Iron.		L.	Sil.					CI°.			2.25x	Pist.	
G.M.T. 1257	T, Taxicabs	6-3⅞x4⅝	28.33	80½-2800	257.5	4.5	3	Det.	6	Sep.	Iron.	PS.	I.	Sil.	1.56	.328	Heli.	Cam.	CI.	3.97				3
G.M.T. 1331	T, B, Coaches	6-3¾x5	33.75	98-2800	331.4	4.35	3	Det.	6	Sep.	Iron.	PS.	I.	Sil.	1.87†	.328	Heli.	Cam.	Al.	4.08		.93x3.28		4
G.M.T. 468	T, Coaches	6-4¼x5½	43.35	115-2300	468	4.57	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.68†	.406	Chain	None.	Al.	5.37	58	1.37x3.72	Flo.	4
G.M.T. 525	T, Coaches	6-4½x5½	48.6	130-2300	525	4.45	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.68†	.406	Chain	None.	Al.	5.12	63	1.37x3.97	Flo.	4
G.M.T. 616	T, Coaches	6-4⅞x5½	57.04	150-2300	616	4.45	3	Det.	6	Sep.	Al.	Al.	I.	Sil.			Chain.		Al.	5.28	72			4
G.M.T. 707	T, Coaches	6-5x6	60.0	165-2200	707	4.42	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.75	.406	Chain		Al.	5.03		1.37x4.47	Flo.	4
Hall-Scott 101	Buses	4-4½x5½	28.9	56-1800	312	5.09	4	Det.	4	Sep.	Al.	Al.	Io.	Sil.	2.25	.31	C&H.	Cam.	Al.	4.56	52	1.25x3.76	Flo.	6
Hall-Scott 155	Buses	6-4¼x5½	43.3	90-1800	468	4.74	3	Det.	6	Sep.	Al.	Al.	Io.	Sil.	2.12	.31	C&H.	Cam.	Al.	4.56	52	1.50x3.76	Flo.	6
Hall-Scott 146-3	T & Buses	6-3¾x5	33.7	65-1800	331.3	4.9	3	Det.	6	Sep.	Al.	Al.	Io.	Sil.	2.12	.31	C&H.	Cam.	Al.	4.69	49	1.25x3.19	Flo.	6
Hall-Scott 147	T, B	6-4x5	38.40	88-2200	377	4.9	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.94	.312	Chain	Cam.	Al.	4.50		1.00x3.35	Flo.	4
Hall-Scott 160	Buses	6-4¼x5½	43.35	120-2200	468.14	4.33	3	Det.	6	Sep.	Al.	Al.	Io.	Sil.	2.25	.34	C&H.	Cam.	Al.	5.37	56	1.25x3.76	Flo.	6
Hall-Scott 165	Trucks	4-4¼x5½	28.9	60-1800	312	4.39	3	Det.	4	Sep.	Iron.	Iron.	Io.	Sil.	1.92	.31	C&H.	Cam.	Al.	5.03	56.9	1.25x3.76	Flo.	5
Hall-Scott 175	Buses	6-5x6	60.0	175-2200	706.86	4.27	3	Det.	6	Sep.	Al.	Al.	Io.	Sil.	2.50	.34	C&H.	Cam.	Al.	6.00	100	1.37x4.18	Flo.	6
Hercules 1X	C, T, Tr, Mar.	4-2½x4	10.0	28-3200	79	5.0	3,4	Det.	4	Int.	Iron.	PS.	L.	Sil-e.	1.25†	.312	Heli.	None.	Al.	3.06	20	.75x2.19	Pist.	3
Hercules 1XA	C, T, Tr, Mar.	4-3x4	14.4	39-3200	113	5.5	3,4	Det.	4	Int.	Iron.	PS.	L.	Sil-e.	1.25†	.312	Heli.	None.	CI.	3.06	25	.75x2.69	Pist.	3
Hercules 1XB	C, T, Tr, Mar.	4-3¼x4	16.4	46-3200	132.7	5.5	3,4	Det.	4	Int.	Iron.	PS.	L.	Sil-e.	1.25†	.312	Heli.	None.	CI.	3.06	28	.75x2.81	Pist.	3
Hercules OOA	T, Tr, Marine.	4-3½x4½	19.6	35-2000	173.2	4.2	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.38†	.33	H.	None.	CI.	4.31	46	1-3.14	Pist.	3
Hercules OOB	T, Tr, Marine.	4-3¾x4½	22.5	38-2000	198.8	4.2	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.38†	.33	E.	None.	CI.	4.31	52	1-3.39	Pist.	3
Hercules OOC	T, Tr, Marine.	4-4x4½	25.6	41-2000	226.2	4.2	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.38†	.33	I.	None.	CI.	4.31	61	1-3.64	Pist.	3
Hercules OX	T, Tr, Marine.	4-4x5	25.60	46-2000	251.3	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.62	.33	Heli.	None.	CI.	4.87	69	1.37x3.50	Pist.	4
Hercules OXC	T, Tr, Marine.	4-4¼x5	28.9	56-2000	283.5	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.63	.33	Heli.	None.	CI.	4.88	75	3.75x1.35	Pist.	4
Hercules K	T, Tr, Marine.	4-4¼x5¾	28.9	55-1600	326.3	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	2.00	.33	Heli.	None.	CI.	5.25	86	1.50x3.75	Pist.	4
Hercules L	T, Tr, Marine.	4-4½x5¾	32.40	59-1600	365.8	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	2.00	.33	Heli.	None.	CI.	5.25	94	1.50x4.00	Pist.	4
Hercules G	T, Tr, Marine.	4-4¾x5¾	36.10	63-1600	407.6	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	2.00	.33	Heli.	None.	CI.	5.25	102	1.50x4.25	Pist.	4
Hercules E	T, Tr, Marine.	4-5x5¾	40.0	74-1600	451.4	3.89	3,4	Det.	4	Int.	CI.	PS.	L.	Sil-e.	2.00	.33	Heli.	None.	CI.	5.25	108	1.50x4.50	Pist.	4
Hercules TX	Tractors	4-5½x7	48.40	88-1200	665.0	3.9	3,4	Det.	4	Int.	Iron.	Al.	L.	Sil-e.	2.50	.37	Heli.	None.	CI.	7.00	194	1.88x4.88	Pist.	4
Hercules TXA	Tractors	4-6x7	57.60	98-1200	792.0	3.9	3,4	Det.	4	Int.	Iron.	Al.	L.	Sil-e.	2.50	.37	Heli.	None.	CI.	7.00	230	1.88x5.37	Pist.	4
Hercules TXO	Tractors	4-6⅜x7	65.	113-1200	893.7	3.89	3,4	Det.	4	Int.	Iron.	Al.	L.	Sil-e.	2.50	.37	Heli.	None.	CI.	7.00	210	1.88x5.87	Pist.	4
Hercules JXA	C,T,B,Tr,Mar.	6-3⅝x4¼	27.34	59-2800	228	4.7	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.50†	.326	Heli.	None.	CI.	4.37	42	1.00x2.91	Pist.	4
Hercules JXB	C,T,B,Tr,Mar.	6-3⅝x4¼	31.54	68-2800	263	5.0	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.50†	.326	Heli.	None.	CI.	4.62	47	1.00x3.16	Pist.	4
Hercules JXC	C,T,B,Tr,Mar.	6-3¾x4¼	33.75	73-2800	282	5.35	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.50†	.326	Heli.	None.	CI.	4.31	52	1.00x3.37	Pist.	3
Hercules WXB	T, B, Tr, Mar.	6-3¾x4½	33.75	68-2400	298	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.63†	.36	Heli.	None.	CI°.	4	56	1.13x3.39	Pist.	4
Hercules WXC	T, B, Tr, Mar.	6-4x4½	38.4	75-2400	339	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.63†	.36	Heli.	None.	CI°.	4	61	1.13x3.64	Pist.	4
Hercules WXC-2	T, B, Tr, Mar.	6-4⅛x4½	40.3	82-2400	360.8	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.63†	.36	Heli.	None.	CI°.	4	63	1.13x3.77	Pist.	4
Hercules WXC3	T, B, Tr, Mar.	6-4¼x4½	43.3	91-2400	383.	4.4	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil.	1.63†	.35	Heli.	None.	CI°.	4.56	63.0	1.12x3.81	Pist.	4
Hercules YXB	T, B, Tr, Mar.	6-4x4¾	38.4	80-2000	358.1	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.38	Heli.	None.	CI°.	4.87	65	1.25x3.58	Pist.	4
Hercules YXC	T, B, Tr, Mar.	6-4⅛x4¾	45.9	94-2000	428.4	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.38	Heli.	None.	CI°.	4.87	73	1.25x3.94	Pist.	4
Hercules YXC-2	T, B, Tr, Mar.	6-4½x4¾	48.6	99-2000	453	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.39	Heli.	None.	CI°.	4⅛	79	1.25x3.94	Pist.	4
Hercules YXC-3	T, B, Tr, Mar.	6-4⅝x4¾	51.2	105-2000	478.8	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.39	Heli.	None.	CI°.	4⅛	81	1.25x4.19	Pist.	4
Hercules RXB	T, B, Tr, Mar.	6-4½x5¼	48.6	110-2200	501	4.8	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.75	.388	Heli.	None.	Al.	4.91	61	1.25x3.94	Pist.	4
Hercules RXC	T, B, Tr, Mar.	6-4⅝x5¼	51.34	115-2200	529	4.95	3,4	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.75	.388	Heli.	None.	Al.	4.87	64	1.25x4.19		4
Hercules HXC	T,B,Tr,Mar,R.	6-5¼x6	66.15	159–2000	779.0	4.5	3,4	Det.	3	Sep.	Al.	PS.	L.	Sil-e.	2.12	.47	Heli.	None.	Al.	7.25	92.0	1.50x4.75	Pist.	4
Hercules HXE	T,B,Tr,Mar,R.	6-5¾x6	79.4	176–1800	935.0	4.5	3,4	Det.	3	Sep.	Al.	PS.	L.	Sil-e.	2.12	.47	Heli.	None.	Al.	7.25	92.0	1.50x5.25	Pist.	4
Hercules HXD		6-5½x6	72.60	167–1800	855.0	4.5	3,4	Det.	3	Sep.	Al.	PS.	L.	Sil-e.	2.12	.47	Heli.	None.	Al.	7.25	92.0	1.50x5.00	Pist.	4
Hercules HXA	T, Bu, Tr	6-4¾x6	54.1	132–2000	637.9	4.5	3,4	Det.	3	Sep.	Al.	PS.	L.	Sil-e.	2.12	.47	Heli.	None.	Al.	7.25	92.0	1.50x4.25	Pist.	4
Hercules HXB	T, Bu, Tr	6-5x6	60.0	148–2000	707.	4.5	3,4	Det.	3	Sep.	Al.	PS.	L.	Sil-e.	2.12	.47	Heli.	None.	Al.	7.25	92.0	1.50x4.50	Flo.	4
Johnston AS, C	Marine	4-3⅞x4¼	24.03		200		4	Det.	4	Int.	Iron.	Al.	L.	Sil.	1.50	.312	Heli.	Cam.	Al.	3.87	30	1.00x3.62	Flo.	3
Kermath F	Marine	4-4⅜x5½	30.63	55–1500	330	4.8	6	Det.	4	Sep.	Al.	Al.	L.	Sil.	2.00	.375	Heli.	None.	Als.	5.25	51.5	1.25x3.09	Pist.	4
Kermath M	Marine	6-3½x4⅝	29.40	95–3200	267	5.5	6	Det.	6	Int.	Iron.	Al.	L.	Sil.	1.44	.437	Heli.	None.	Als.	4.06	24	.94x2.75	Flo.	3
Kermath G	Marine	6-4⅜x5½	45.94	100–1800	495	4.8	6	Det.	6	Sep.	Al.	Al.	L.	Sil.	2.00	.375	Heli.	None.	Als.	5.25	51.5	2.25x3.09	Flo.	4
Kermath 9	Marine	6-5x5½	60.0	175–2200	648	5.7	6	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.75	.375	Heli.	None.	Als.	5.31	72.5	1.25x4.50	Rod.	4
Kermath L	Marine	6-5x5¾	60.0	150–2000	672	5.3	6	Det.	6	Sep.	Al.	Iron.	L.	Sil.	2.50†	.375	Heli.	None.	Als.	5.19	66	2.25x4.50	Rod.	4
Kermath R	Marine	6-5x5¾	60.0	225–2400	672	5.3	6	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.75	.375	Heli.	None.	Als.	5.19	66	1.25x4.50	Rod.	4
Kermath Sea-Raider	Marine	12-5x6	120.0	458–2250	1414	5.3	6	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.75	.375	Heli.	None.	Als.	5.19	66	2.25x4.50	Rod.	4
Light H	C, T, Tr.	4-3¼x4½	16.90	29–2350	149.3	3.9	3	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.19	.36	Heli.	None.	CI.	4.00	30.0	.75x3.00	Rod.	3
Lycoming CT, CTM	Trucks	4-3¾x5	22.50	38–2250	220.9	4.01	3	Det.	4	Sep.	CI.	PS.	L.	Sil-e.	1.62	.31	Heli.	Accx.	CI.	4.37	44.0	1.12x3.50	Pist.	4
Lycoming C4W, C4WM	Trucks	4-4x5	25.6	47–2200	251.3	3.8	3	Det.	4	Sep.	CI.	PS.	L.	Sil-e.	1.62	.31	Heli.	Accx.	CI°.	4.12	49.1	1.12x3.50	Pist.	3,4
Lycoming 4SL, 4SLM	Buses, Tr.	6-3¼x4½	25.35	60–2700	224.0	4.8	3	Det.	6	Sep.	CI.	PS.	L.	Sil-e.	1.69e	.31	Heli.	None.	CI°.	3.93	38.0	.87x3.00	Pist.	4
Lycoming TS	T & Buses	6-3⅞x5	36.0	98–2750	353.8	4.6	3,4	Det.	6	Sep.	CI.	PS.	L.	Sil-e.	1.69e	.31	Heli.	None.	CI°.	4.00	47.2	1.12x3.34	Flo.	4
Lycoming HD	Cars, T.	8-3¼x4½	33.8	115–3300	298.6	5.25	4	Det.	8	Sep.	CI.	PS.	L.	Sil.	1.31e	.34	Chain	None.	Al.	3.94	25.7	.87x2.81	Pist.	4
Lycoming MD	Cars, T.	8-3¼x4½	33.8	115–3300	298.6	5.25	4	Det.	8	Sep.	CI.	PS.	L.	Sil.	1.31e	.34	Chain	None.	Al.	3.94	25.7	.87x2.81	Pist.	4
Lycoming AFE	Trucks	4-3¾x4½	22.5	49–2500	198.8	4.82	3	Det.	4	Int.	CI.	PS.	L.	Sil-e.	1.50†	.31	Heli.	Accx.	CI.	4.50	48.0	.87x3.21	Pist.	4

ABBREVIATIONS:
a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.
Io—Valve in Head; overhead camshaft.

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
Car..	15.00	....	Car..	None...	No....	3.50x3.50	5	3.75x4.25	3.75x4.50	abcde...	Gear..	Pump...	Cent..	Stk...	Cent..	1000	600	....	No....	28¾	47	56⅝	1	Continental.....H28
Car..	8.06	....	Car..	None...	No....	1.87x1.37	7	2.12x1.44	2.12x1.87	abce....	Gear..	Pump...	Cent..	NP..	None..	.....	1000	543	No....	26	31⅝	38⅞	4	Continental.....17E
Car..	8.37	....	Car..	None...	No....	2.00x1.37	4	2.37x1.44	2.37x1.87	abce....	Gear..	Pump...	Cent..	NP..	None..	.....	1000	520	No....	25¾	29⅝	38⅞	4	Continental.....25A
Car..	13.50	....	Car..	None...	Yes.	3.00x2.12	7	3.00x3.00	3.00x2.75	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1800	800	....	No....	28¾	41¾	53	1	Continental.....16H
Car..	9.75	....	Car..	None...	Yes..	2.25x1.31	5	2.37x1.41	2.37x2.37	abce....	Gear..	Pump...	Cent.	NP..	None..	.....	1000	675	No....	27⅝	30⅝	44¾	4,5	Continental.....17S
Car..	9.00	....	Car..	None...	No....	2.37x1.50	5	2.62x1.66	2.62x2.53	abce....	Gear..	Pump...	Cent.	NP..	None..	.....	2000	740	No....	27½	33½	47⅛	4	Continental.....13K
Car..	8.00	....	Car..	None...	No....	2.00x1.75	3	2.12x1.62	2.12x2.12	abce....	Gear..	Pump...	Cent.	Opt...	Suct..	.....	1200	510	No....	26	31	34½	4	Continental.....W29
Car..	12.0	....	Car..	None...	No....	3.00x2.44	5	3.25x3.25	3.25x3.50	abcdef...	Gear..	Pump...	Cent.	Opt...	Cent..	1100	900	1703	Yes...	28¾	43⅝	47⅝	1	Continental.....H16
Car..	9.0	....	Car..	None...	No....	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent.	Opt...	Cent°	2500	900	903	No....	25¾	32½	44⅝	3	Continental.....E600
Car..	8.25	....	ChVa.	None...	....	2.37x1.81	7	2.75x1.75	2.75x2.62	abcef...	Gear..	Pump...	Cent.	Opt...	Suct°	....	900	1150	No....	25¾	34⅝	46⅝	3	Continental.....11R
Car..	9.00	....	Car..	None...	No....	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent.	Opt...	Cent°	2500	800	886	No....	25¾	32½	44⅝	3	Continental.....E601
Car..	9.00	....	Car..	None...	No....	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent.	Opt...	Suct°	.....	....	917	No....	25¾	32½	44⅝	3	Continental.....E602
Car..	9.00	....	Car..	None...	No....	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent.	Opt...	Cent°	.....	900	....	No....	25¾	32½	44⅝	3	Continental.....E603
Car..	10.50	....	ChVa.	None...	Yes..	2.75x1.81	7	2.75x1.81	2.75x2.62	abcef...	Gear..	Pump...	Cent.	Opt...	Suct°	.....	800	1250	No....	28½	39⅝	46½	2	Continental.....22R
Car..	13.25	148	ChN..	None...	No....	2.37x3.00	3	2.50x3.06	2.50x4.00	abcde...	Gear..	Pump...	Cent.	Stk...	Cent..	Opt...	1000	1100	No....	27	39	46¼	2	Cyclone.....C4
Car..	13.25	148	ChN..	None...	No....	2.37x3.00	3	2.50x3.06	2.50x4.00	abcde...	Gear..	Pump...	Cent.	Stk...	Cent..	Opt...	1000	1100	No....	27	39	46¼	2	Cyclone.....C4
	12.75	132	ChN..	3.00	Yes..	2.37x3.00	3	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	NP..	None..	.....	1600	1550	No....	27	37⅝	70⅝	....	Elco.....F-42
Car..	12.75	132	ChN..	3.00	Yes..	2.37x3.00	4	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	NP..	None..	.....	1600	2000	No....	27	37⅝	87½	....	Elco.....F-62
Car..	10.00	60	.....	.62	....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.	Gear..	....	Gear..	Opt...	....	.....	800°	475	....	26	24⅝	30½	3,5	Erd.....S4E
Car..	10.00	60	Car..	.62	No....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.	Car..	Opt...	Cent.	Opt...	....	.....	1200	470	....	26	24⅝	30½	3,5	Erd.....S4I
																								Farr.....4-45
	6.56	....	NicS.	None...	No....	1.75x1.12	3	2.00x1.62	2.00x1.62	abce....	Gear..	Pump...	Gear..	NP..	None..	.....	....	333	....	22¾	21⅝	34	....	Farr.....6-60, 6-82
	....	....	NicS.	None...	No....	....	7	2.50x1.31	2.50x2.12	abce....	Gear..	Pump...	Gear..	....	....	.....	....	....	....	24⅜	16¾	50¾	....	Farr.....6-70, 6-92
	....	....	NicS.	None...	No....	7.00x	7	2.50x1.31	2.50x2.12	abce....	Gear..	Pump...	Gear..	....	....	.....	....	....	....	24⅜	16¾	50¾	....	Farr.....6-80, 6-102
	....	....	NicS.	None...	No....	....	7	2.50x1.31	2.50x2.12	abce....	Gear..	Pump...	Gear..	....	....	.....	....	....	....	24¾	16¾	50¾	....	G.M.T.....1257
ASt..	10.	46.5	Car..	.....	Yes..	2.12x1.50	4	2.37x2.25	2.37x2.56	ab.....	Gear..	Pump...	Cent..	Opt...	Suct..	2500	1200	695	No....					G.M.T.....1331
ASt..	11.25	59	Car..		Yes..	2.37x1.75	4	2.50x2.44	2.50x2.72	ab.....	Gear..	Pump...	Cent..	Opt...	Suct..	2500	1100	908	No....					G.M.T.....468
ASt..	12.12	81	ChN..	None...	Yes..	2.50x2.37	7	2.75x2.56	2.75x3.25	abdef...	Gear..	Pump...	Cent..	Stk...	Cent..	2100	2100	1571	No....	30⅛	47¾	56⅛	1	G.M.T.....525
ASt..	12.12	81	ChN..	None...	Yes..	2.50x2.37	7	2.75x2.28	2.75x3.25	abdef...	Gear..	Pump...	Cent..	Stk...	Cent..	2100	1000	....	No....	30⅛	47¾	56⅛	1	G.M.T.....616
ASt..	12.12	82	ChN..	None...	Yes..	2.50x2.37	7	2.75x2.28	2.75x3.25	abdef...	Gear..	Pump...	Cent..	Stk...	Cent..	2100	1000	....	No....	30⅛	47¾	56⅛	1	G.M.T.....707
ASt..	12.12	83	ChN..	None...	Yes..	2.75x2.37	7	3.00x2.28	3.00x3.25	abdef...	Gear..	Pump...	Cent..	Stk...	Cent..	2100	1000	....	No....	30⅛	47¾	56⅛	1	G.M.T.....707
ASt..	11.00	104	ChN..	None...	No....	2.25x2.45	3	2.25x2.25	2.25x3.25	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1800	1100	984	No....	28¼	44	6½	Yes*.	Hall-Scott.....101
ASt..	11.00	104	ChN..	None...	No....	2.25x2.45	4	2.75x2.19	2.75x3.19	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	2000	1200	1440	No....	35½	48	65¼	3	Hall-Scott.....155
ASt..	11.00	93.5	ChN..	None...	No....	2.25x1.87	4	2.75x2.69	2.75x2.69	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	2000	1200	1230	No....	31	46	58	3	Hall-Scott.....146-3
ASt..	11.00	....	ChN..	None...	No....	2.25x1.89	4	2.75x2.69	2.75x2.69	abcf....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	1000	1100	No....	25¾	39	49⅛	3	Hall-Scott.....147
ASt..	11.00	101	ChN..	None...	Yes..	2.37x2.45	4	2.75x2.18	2.75x3.19	abcef...	Gear..	Pump...	Cent..	NP..	None..	None.	1400	1270	No....	29⅜	46½	59¼	3	Hall-Scott.....160
ASt..	11.00	105	ChN..	None...	No....	2.25x2.45	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1800	1200	1135	No....	27⅞	40½	43⅝	2	Hall-Scott.....165
ASt..	11.00	113.4	ChN..	None...	No....	2.50x2.45	7	3.25x1.44	3.25x2.44	abcef...	Gear..	Pump...	Cent..	Opt...	Cent..	2300	1100	1830	No....	35⅝	45⅞	59¼	2	Hall-Scott.....175
ASt..	6.56	20	Car..	None...	No....	1.75x1.12	3	2.00x1.62	2.00x1.62	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	2600	1400	265	Yes....				6,5,4	Hercules.....IX
ASt..	6.56	20	Car..	None...	No....	1.75x1.12	3	2.00x1.62	2.00x1.62	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	2600	1400	265	Yes....				6,5,4	Hercules.....IXA
ASt..	6.56	20	Car..	None...	No....	1.75x1.12	3	2.00x1.62	2.00x1.62	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	2600	1400	265	Yes....				6,5,4	Hercules.....IXB
Steel..	8.00	39	Car..	None...	No....	2.00x1.50	3	2.00x2.19	2.00x2.63	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	1800	900	460	Opt...	17¾	23¼	32½	3,4,5	Hercules.....OOA
Steel..	8.00	39	Car..	None...	No....	2.00x1.50	3	2.00x2.19	2.00x2.63	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	1800	900	460	Opt...	17¾	23¼	32½	3,4,5	Hercules.....OOB
Steel..	8.00	39	Car..	None...	No....	2.00x1.50	3	2.00x2.19	2.00x2.63	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	1800	900	460	Opt...	17¾	23¼	32½	3,4,5	Hercules.....OOC
Car°..	9.50	55	Car..	None...	No....	2.00x2.25	3	2.00x3.19	2.00x3.31	abe.....	Gear..	Pump*	Cent.	Opt...	Cent..	1600	800	655	Opt...	20½	28¼	37⅜	2,3,4	Hercules.....OX
Car..	9.50	55	Car..	None...	No....	2.00x2.25	3	2.00x3.19	2.00x3.31	abe.....	Gear..	Opt....	Cent..	Opt...	Cent..	1600	800	655	Opt...	20½	28¼	37⅜	2,3,4	Hercules.....OXC
Car..	10.87	81	Car..	None...	No....	2.50x2.62	3	3.00x3.50	3.00x3.50	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	875	Opt...	22	30⅛	42⅜	1,2	Hercules.....K
Car..	10.87	81	Car..	None...	No....	2.50x2.62	3	3.00x3.50	3.00x3.50	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	880	Opt...	22	30⅛	42⅜	1,2	Hercules.....L
Car..	10.87	81	Car..	None...	No....	2.50x2.62	3	3.00x3.50	3.00x3.50	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	885	Opt...	22	30⅛	42⅜	1,2	Hercules.....G
Car..	10.87	81	Car..	None...	No....	2.50x2.63	3	3.00x3.50	3.00x3.50	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	890	Opt...	22	30⅛	42⅜	1,2	Hercules.....E
Car..	13.25	168	Car..	None...	No....	3.00x3.00	3	3.75x4.25	3.75x4.50	abe.....	Gear..	Pump...	Cent.	Stk...	Cent..	1400	800	1800	Yes...	28¾	35⅝	56⅝	00,0,1	Hercules.....TX
Car..	13.25	....	Car..	None...	No....	3.00x3.00	3	3.75x4.25	3.75x4.50	abe.....	Gear..	Pump...	Cent..	Stk...	Cent..	1100	800	1815	Yes...	28¾	35⅝	56⅝	00,0,1	Hercules.....TXA
Car..	13.25	....	Car..	None...	No....	3.00x3.00	3	3.75x4.25	3.75x4.50	abe.....	Gear..	Pump...	Cent..	Stk...	Cent..	1100	800	1850	Yes...	28¾	35⅝	56⅝	00,0,1	Hercules.....TXO
Car..	8.00	39	Car..	None...	No....	2.00x1.50	7	2.50x1.31	2.50x2.12	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	1000	550	Yes...	17⅞	24⅛	39	5,4,3	Hercules.....JXA
Car..	8.00	39	Car..	None...	No....	2.00x1.50	7	2.50x1.31	2.50x2.12	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	1000	560	Yes...	17⅞	24⅛	39	5,4,3	Hercules.....JXB
Car..	8.00	39	Car..	None...	No....	2.00x1.50	7	2.50x1.31	2.50x2.12	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	1000	565	Yes...	17⅞	24⅛	39	5,4,3	Hercules.....JXC
Car..	9.13	51	Car..	None...	No....	2.25x1.50	7	2.63x1.75	2.63x2.75	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2200	1000	805	Opt...	20⅓	28¼	42⅝	1,2,3	Hercules.....WXB
Car..	9.13	51	Car..	None...	No....	2.25x1.50	7	2.63x1.75	2.63x2.75	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2200	1000	805	Opt...	20⅓	28¼	42⅝	1,2,3	Hercules.....WXC
Car..	9.13	51	Car..	None...	No....	2.25x1.50	7	2.63x1.75	2.63x2.75	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2200	1000	810	Opt...	20⅓	28¼	42⅝	1,2,3	Hercules.....WXC-2
Car..	9.12	51	Car..	None...	No....	2.25x1.50	7	2.25x1.62	1.25x2.25	abe.....	Gear..	Pump...	Cent..	Opt...	Cent.	2200	1000	820	Opt...	20⅓	28¼	42⅝	1,2,3	Hercules.....WXC3
Car..	9.62	55	Car..	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2000	1100	975	Opt...	21⅜	27⅝	44⅜	1,2,3	Hercules.....YXB
Car..	9.62	55	Car..	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2000	1100	975	Opt...	21⅜	27⅝	44⅜	1,2,3	Hercules.....YXC
Car..	9.63	55	Car..	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2000	1100	975	Opt...	21⅜	27⅝	44⅜	1,2,3	Hercules.....YXC-2
Car..	9.63	55	Car..	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	2000	1100	975	Opt...	21⅜	27⅝	44⅜	1,2,3	Hercules.....YXC-3
ASt..	9.37	80	Car..	None...	No....	2.62x2.00	7	3.00x1.81	3.00x2.94	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	1000	Yes...	21⅜	27⅝	44⅜	3,2,1	Hercules.....RXB
ASt..	9.37	80	Car..	None...	No....	2.62x2.00	7	3.00x1.81	3.00x2.94	abe.....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	1010	....	21⅜	27⅝	44⅜	3,2,1	Hercules.....RXC
ASt..	12.00	144	ChN..	None...	No....	3.00x2.25	7	3.50x2.75	3.50x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	800	1810	No....	26½	33¾	55⅞	1,0,00	Hercules.....HXC
ASt..	12.00	154	ChN..	None...	No....	3.00x2.25	7	3.50x2.75	3.50x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	800	1830	No....	26½	33¾	55⅞	1,0,00	Hercules.....HXE
ASt..	12.00	154	ChN..	None...	No....	3.00x2.25	7	3.50x2.75	3.50x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	800	1830	No....	26½	33¾	55⅞	1,0,00	Hercules.....HXD
ASt..	12.00	144	ChN..	None...	No....	3.00x2.25	7	3.50x2.75	3.50x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	800	1810	No....	26½	33¾	55⅞	0,00,1	Hercules.....HXA
ASt..	12.00	144	ChN..	None...	No....	3.00x2.25	7	3.50x2.75	3.50x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	800	1810	No....	26½	33¾	55⅞	0,00,1	Hercules.....HXB
ASt..	7.50	26	ChN..	None...	Yes..	1.50x1.62	3	1.62x2.25	1.62x3.50	.....	Gear..	Vane...	None.	None.	.....	.....	....	....	Yes...	18	21	40	....	Johnston.....AS, C
ASt..	11.0	82	NicS.	None...	No....	2.00x2.25	5	2.00x4.00	2.00x2.25	abcde...	Gear..	Pump...	Gear..	NP..	None..	.....	.....	800	No....	23	39⅞	55½	No.	Kermath.....F
ASt..	9.50	40	NicS.	None...	No....	2.00x1.50	7	2.62x2.87	2.62x2.12	abcde...	Gear..	Pump...	Gear..	NP..	None..	.....	.....	750	No....	20⅝	30⅞	52⅝	No.	Kermath.....M
ASt..	11.0	82	NicS.	None...	No....	2.25x2.25	7	2.50x4.00	2.50x2.50	abcde...	Gear..	Pump...	Gear..	NP..	None..	.....	.....	1150	No....	26⅞	32⅝	67¾	No.	Kermath.....G
ASt..	11	82	NicS.	None...	No....	2.25x2.25	7	2.50x4.00	2.50x2.50	abcde...	Gear..	Pump...	Gear..	NP..	None..	.....	.....	1275	No....	28⅝	40¼	69⅝	No.	Kermath.....9
ASt..	11	82	NicS.	None...	No....	2.25x2.25	7	2.50x4.00	2.50x2.50	abcdef...	Gear..	Pump...	Gear..	NP..	None..	.....	2200	1350	No....	32⅝	32¼	67¾	No.	Kermath.....L
ASt..	11	82	NicS.	None...	No....	2.25x2.25	7	2.50x4.00	2.50x2.50	abcde...	Gear..	Pump...	Gear..	NP..	None..	.....	.....	1275	No....	28⅝	40¼	69⅝	No.	Kermath.....R
ASt..	11	100	NicS.	None...	Yes..	3.00x2.25	7	3.00x3.87	3.00x2.25	abcde...	Vane..	Pump...	Gear..	NP..	None..	.....	.....	2075	No....	42½	36⅝	75½	No.	Kermath....Sea-Raider
Car..	9.00	43.0	Car..	None...	No....	1.75x2.00	2	1.87x2.37	1.87x2.75	Splash...	Pist.	ThS...	None.	Opt...	Cent..	2000	1000	400	No....	26⅞	30	41½	2,3,4,5	Light.....H
Car..	11.94	52.8	Car..	None...	No....	2.12x1.81	5	2.12x2.69	2.12x2.69	abe.....	Gear..	ThS...	None.	Opt...	Opt...	Opt...	700	520	No....	20⅝	30⅜	41⅝	3	Lycoming....CT, CTM
Car..	11.94	52.8	Car..	None...	No....	2.13x1.81	5	2.12x2.69	2.12x2.69	abe.....	Gear..	Pump...	Cent..	Opt...	None.	None.	850	560	No....	25¾	26⅝	48⅝	3	Lycoming..C4W, C4WM
Car..	9.00	41.6	Car..	None...	No....	2.12x1.50	4	2.37x2.06	2.37x2.37	abe.....	Gear..	Pump...	Cent..	Opt...	None.	None.	1000	590	No....	25¾	29½	38⅜	3	Lycoming...4SL, 4SLM
Car..	10.75	56.8	Car..	None...	Yes..	2.50x1.62	4	2.75x2.75	2.75x2.75	abcd....	Gear..	Pump...	Cent..	Opt...	None.	None.	800	850	No....	25¾	30⅜	44⅝	3	Lycoming.....TS
Car..	9.00	41.6	Car..	None...	No....	2.12x1.50	5	2.37x2.75	2.37x2.75	ab.....	Gear..	Pump...	Cent..	NP..	NP..	None.	2100	760	No....	25¾	27½	48⅝	4	Lycoming.....HD
Car..	9.00	41.6	Car..	None...	No....	2.12x1.50	5	2.37x2.75	2.37x2.75	ab.....	Gear..	Pump...	Cent..	NP..	NP..	None.	2100	760	No....	25¾	27½	30¾	4	Lycoming.....MD
Car..	9.00	41.6	Car..	None...	No....	2.12x1.50	3	2.12x1.75	2.12x2.37	abe.....	Gear..	Pump...	Cent..	Opt...	.....	.....	1200	485	No....	25¾	32⅜	30¾	4	Lycoming.....AFE

Ind—Industrial
Int—Integral.
L—Valves at side. ("L" head)
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nicl—Nickel Iron
NicS—Nickel Steel.

NP—No provision.
Opt—Optional.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
‡—1931 Specifications.

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pins Bearing In	PISTONS: Number of Rings per Piston
Lycoming WTG	Trucks	6-3x4¾	21.6	63-2900	201.4	5.51	3	Det.	6	Int.	CI	PS.	L	Sil-e	1.25	34	Heli	None.	CI	3.75	29.1	.87x2.52	Pist.	4
Lycoming TV		6-3⅝x5	37.2	98-2700	365.3	4.60	3,4	Det.	6	Sep.	CI	PS.	L	Sil-e	1.81†	31	Heli	None.	Al	4.37	38.7	1.12x3.35	Flo.	4
Lycoming AEC, AED	Tr, Bu	8-3¾x4¾	45.0	130-2800	419.6	5.23	3	Det.	8	Int.	CI	Al.	L	Sil-e	1.75†	34	Heli	None.	CI	4.25	43.2	1.00x3.19	Flo.	4
Lycoming UAB	Marine	4-3½x3½	15.63	45-3200	118.8	6.0	4	Det.	4	Int.	Iron.	Al.	L	Sil-e	1.375†	312	Heli	None.	Al	3.50	20.8	.75x1.87	Pist.	3
Lycoming SA, SAH	Trucks	6-3¼x4½	25.35	60-2750	224	4.87	3	Det.	6	Sep.	Iron.	PS.	L	Sil-e	1.44†	312	Heli	None.	Al°	3.94	25 6	.87x1.69	Pist.	4
Lycoming SB	Trucks	6-3⅜x4½	27.04	65-2800	241.5	5.0	3	Det.	6	Sep.	CI	PS.	L	Sil-e	1.44†	312	Heli	None.	CI	3.94	39	.87x2.91	Pist.	4
Lycoming ASB	Trucks	6-3⅝x4½	31.54	85-3100	278.6	5.0	3	Det.	6	Int.	CI	PS.	L	Sil-e	1.75†	312	Heli	None.	CI	4.25	45.75	1.00x3.06	Pist.	4
Lycoming ASD	Trucks	6-3¾x4½	33.75	84-3000	298.2	5.0	3	Det.	6	Int.	CI	PS.	L	Sil-e	1.75†	312	Heli	None.	CI	4.25	45 76	1.00x3.22	Flo.	4
Lycoming GU	Cars	8-3x4¾	28.8	92-3.00	268.6	5.26	4	Det.	8	Int.	CI	PS.	L	Sil-e	1.25	343	Chain	None	Als	3.75	20.8	.875x2.52	Pist.	4
Lycoming UC	Marine	8-3⅝x4½	36.45	120-3000	322	5.5	4	Det.	8	Sep.	Iron.	Al.	L	Sil-e	1.44†	343	Heli	None.	Al	3.94	26.5	.87x1.75	Pist.	4
Lycoming UE	Marine	8-3¾x4¾	45.0	165-3.00	419.7	5.23	4	Det.	8	Int.	Iron.	Al.	L	Sil-e	1.75†	343	Heli	None.	Al	4.25	32	1.00x2.00	Pist.	4
Lycoming HFA	Trucks	8-3⅝x4½	36.38	102-3000	322	5.25	3	Det.	8	Sep.	CI	Al.	L	Sil-e	1.44†	343	Heli	None.	CI°	3.94	39.04	.87x2.90	Pist.	4
Lycoming BB	Cars	12-3½x4¼	46.8	150-3400	391.1	5.0°	4	Det.	12	Int.	Iron.	Al.	I.	Sil-e	1.37	343	Chain	None.	Al	3.87		.87x2.37	Flo.	4
Lycoming UF	Marine	12-4¾x4¾	108.3	325-2500	1010	5.14	4	Det.	2	Int.	SS.	Al.	I.	Sil-e	2.00†	437	Chain		Al	5 69	58.25	1.19x3.69	Flo.	5
Mar Tan F	Tr & Tractors.	2-3⅝x3⅜		-1750	69.9			Det.	1	Sep.	SS.	.	I.	Sil.	1.50	.27		Crac.	CI	3 12		.75x3.63	Pist.	2
Niagara‡ M	C, Tr.	4-3x4	25.30	32-3000	103.6	3.0	3	Det.	4	Int.	Al.	Al.	L	.	1.18	37	Spur	None.	Al	3 81	17 0	.75x2.93	Flo.	3
Niagara‡ S	C, Tr.	4-2¾x4	12.10	15-1600	95.0	3.0	3	Det.	4	Int.	Iron.	Iron.	L	CI	1.18	25	Spur	None.	CI	3 00	20 0	62x2.50	Flo.	3
Red Wing DS	Marine	4-2¾x4	12.10	16-1800	95	4.67	4	Det.	4	Int.	Iron.	Al°	L	ChN	1.31†	250	Heli	None.	CI	3.00	18	.62x2.41	Pist.	3
Red Wing BB4	Marine	4-4½x6	32.4	58-1600	382	4.0	4	Det.	4	Sep.	Al°	Al°	L	Si°	2.12	300	Heli	None.	CI°	5.25	89	1.25x3.87	Pist.	4
Red Wing BBS6	Marine	6-5x6	60.0	102-1600	707	4.0	4	Det.	6	Sep.	Al°	Al°	L	Si°	2.12	300	Heli	None.	CI°	5.25	106	1.25x4.31	Pist.	4
Red Wing BCS6	Marine	6-5¾x7	79.35	104-1000	1091	4.0	4	Det.	2	Sep.	Iron°	Al°	L	ChN	2.37	375	Heli	None.	CI	6.00	147	1.44x5.25	Rod.	4
Scripps 84	Marine	4-4¾x5	22.50	75-3000	220.8	6.5	4	Det.	4	Int.	SS.	Al.	L	Sil-e	1.81	375	Heli		Al	4.25		1.12x3.22	Flo.	4
Scripps F-4	Marine	4-3¾x5	22.50	40-1600	220.8	5.0	4	Det.	4	Int.	SS.	Al.	L	Sil-e	1.81	375	Heli		Al	4.25		1.12x3.22	Flo.	4
Scripps F-6	Marine	6-3¾x5	22.50	80-2000	331.2	5.0	8	Det.	6	Int.	SS.	Al.	L	Sil-e	1.81	375	Heli		Al	4.25		1.12x3.22	Flo.	4
Scripps 120, 121	Marine	6-3¾x5	22.50	90-2000	331.2	5.0	8	Det.	2	Int.	SS.	.	L	Sil-e	1.81	375	Heli		Al	4.25		1.12x3.22	Flo.	4
Scripps 124, 125	Marine	6-3¾x5	33.75	135-3300	331.2	6.5	8	Det.	2	Int.	SS.	.	L	Sil-e	1.81	375	Heli		Al	4.25		1 12x3.22	Flo.	4
Scripps 150, 151	Marine	6-4¼x5¼	43.35	100-2000	441	5.5	4	Det.	2	Sep.	SS.	Al.	L	Sil-e	2.12	.44†	Heli		Al	5 12	34.5	1.25x3.50	Flo.	4
Scripps 152, 153	Marine	6-4¼x5¼	43 35	150-3000	441	6.5	4	Det	v2	Sep.	Al.	Al	L	Sil-e	2.25	.44†			Al	5.12	34.25	1.25x3.50	Flo.	4
Scripps 160,161,164,165	Marine	6-4½x5¾	48 60	125-1800		5.5	8	Det.	2	Sep.	Al.	Al.	L	Sil-e	2.25	.44†			Al	5 37	48	1 37x4 00		4
Scripps 162, 163	Marine	6-4½x5¾	48.60	160-2200	548.4	5.2	8	Det.	2	Sep.	Al.	Al.	L	Sil-e	2.12	.44†	Heli		Al	5 37	41	1.37x3.75	Flo.	4
Scripps 170,171,174,175	Marine	6-4¾x5¾	33.75	140-1800	611.4	4.8	8	Det.	2	Sep.	Al.	Al.	L	Sil-e	2.12	.44†	Heli		Al	5 37	44	1.37x4.00	Flo.	4
Scripps 172, 173	Marine	6-4¾x5¾	33.75	185-2800	611.4	5.2	8	Det.	2	Sep.	Al	Al.	L	Sil-e	2.12	.44†	Heli		Al	5.37	52	1.37x4.00	Flo.	4
Scripps 200,201,204,205	Marine	6-5x5¾	60.0	155-1800	678	4.7	8	Det.	2	Sep.	Al.	Al.	L	Sil-e	2.19†	.44†	Heli		Al	5.37	52	1.37x4.00	Flo.	4
Scripps 202, 203	Marine	6-5x5¾	60.0	212-2300	678	5.5	8	Det.	2	Sep.	Al.	Al.	L	Sil-e	2.19†	.44†	Heli		Al	5.37	52	1.37x4.00	Flo.	4
Speedway MP	Marine	6-5¾x7	79.35	198-1300	1090	4.0	6	Det.	2	Sep.	Al.	Al.	L	.	2.50	562			CI			1.37x		4
Speedway R	Marine	6-7x8½		320-1200	1965	4.18	6	Det.	1	Sep.	Al.	Al.	I.	.	2.25	50			CI			1 87x		4
Twin City TW	Tractors	4-4¼x6	28.90		340.4	4.0	4	Det.	4	Int.	CI	CI	I.	Sil.	1.47	.31	Heli	None.	NiCl	5 00	74 0	1.25x3.87	Rod.	4
Twin City AE	Tractors	4-5½x6¾	48.40		641.4	3.8	4	Det.	2	Int.	CI	CI.	I.	Sil.	1 75	.44	Heli	None.	NiCl	6 75	170 0	1 62x5 00	Rod.	4
Twin City FE	Tractors	4-4½x6	32.4		381.7	4.03	4	Det.	2	Sep.	CI	Iron.	I.	Sil.	1.81	.41	Heli	None.	NiCl	5 5	92 0	1.25x3.87	Rod.	4
Twin City KE	Tractors	4-4¼x5	28.90		283.7	4.03	3	Det.	4	Sep.	CI	Iron.	I.	Sil.	1.62	.43	Heli	None.	NiCl	5 00	74.0	1.25x3.87	Rod.	4
Universal	Marine	4-3x3½	14.40	25-2500	99	5.0	4	Det.	4	Int.	Iron.	Iron.	L	Sil.	1.50	.281	Heli	Cam	CI	3 25	15	.75x	Flo.	3
Van Bl'k N160SS, 180HS	Tr, Bu	4-5½x6	48.4		570.	3.6°	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 50	104 0	1.50x5.19	Rod.	3
Van Bl'k N162SS, 182HS	Tr, Bu	6-5½x6	72 6		855	3.9°	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 50	104 0	1.50x5.19	Rod.	3
Van Bl'k N164SS, 184HS	Tr, Bu	8-5½x6	96 8		1140	3.6°	5	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 50	104 0	1.50x5.19	Rod.	3
Van Bl'k N166SS, 186HS	Tr, Bu	12-5½x6	145.2		1710	3.6°	5	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 50	104 0	1.50x5.19	Rod.	3
Van Bl'k R160SS, 180HS	Tr, Bu	4-5¾x7	52.9		726	4 1°	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6.31	104 0	1.50x5.19	Rod.	3
Van Bl'k R162SS, 182HS	Tr, Bu	6-5¾x7	79.3		1089.	4.7°	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 31	104 0	1 50x5.19	Rod.	3
Van Bl'k R164SS, 184HS	Tr, Bu	8-5¾x7	105.8		1452.	4.1°	5	Det	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS.	6 31	104 0	1.50x5.19	Rod.	3
Van Bl'k R166SS, 186HS	Tr, Bu	12-5¾x7	158.7		2179.	4.1°	5	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli	None.	SS	6.31	104.0	1.50x5.19	Rod.	3
Waukesha FLJ	Tractors	4-3x4	14.4		113		3	Det.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.87x2.37	Flo.	.
Waukesha FKJ	Tractors	4-3¼x4	16.9		133		3	Det.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.87x2.37	Flo.	.
Waukesha XA	T & Tr.	4-3½x4½	19.6		173.0		3	Det.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	3
Waukesha XAK	T & Tr.	4-3¾x4¾	22.50		210.0		3	Int.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	.	.
Waukesha V	T, B & Tr.	4-4x5	25.60		251.0		3	Det.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	3
Waukesha VK	T & Tr.	4-4¼x5	28.90		284.0		3	Det.	4	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	.	.
Waukesha VIS	Tractors	4-4½x5¼	27.2		281		3	Det.	4	Int.	Iron.	Iron.	I.	.	.	.	Heli	None.	CI	.	.	1.31x2.00	.	.
Waukesha VIL	Tractors	4-4⅝x5¼	30.6		316		3	Det.	4	Int.	Iron.	Iron.	I.	.	.	.	Heli	None.	CI	.	.	1.31x2.00	.	.
Waukesha VIK	Tractors	4-4⅝x5¼	34.2		353		3	Det.	4	Int.	Iron.	Iron.	I.	.	.	.	Heli	None.	CI	.	.	1.31x2.00	.	.
Waukesha CSR	Tractors	4-4¼x5¾	28 90		308.0		3	Det.	2	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	.
Waukesha CR	T & Tractors	4-4⅝x5¾	30 6		346		3	Det.	2	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	1.25x2.63	Pist.	.
Waukesha DR	T & Tr.	4-4½x6¼	32 4		398		3	Det.	2	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	1.38x2.63	Pist.	3
Waukesha DKR	Tractors	4-4¾x6¼	36 10		443		3	Det.	2	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	.
Waukesha CHS	Tractors	4-4¾x6¼	36 1		443		3	Det.	4	Int.	Iron.	Iron.	I.	.	.	.	Heli	None.	CI	.	.	1.50x1.87	Flo.	.
Waukesha CHK	Tractors	4-5¼x6¼	42 03		516		3	Det.	4	Int.	Iron.	Iron.	I.	.	.	.	Heli	None.	CI	.	.	1.50x1.87	Flo.	.
Waukesha ER	T & Tr.	4-5x6½	40		491		3	Det.	2	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	1.38x3.13	Pist.	3
Waukesha HS	T & Tr.	4-5½x6½	48 4		618		3,4	Det.	4	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	CI	.	.	1.38x3 25	Pist.	.
Waukesha HL	Tractors	4-6x6½	57 6		735		3,4	Det.	4	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	CI	.	.	1.38x3.38	Pist.	.
Waukesha JS	Tractors	4-5½x7	48.4		665		3	Det.	2	Sep.	Iron.	Iron.	.	.	.	.	Heli	None.	CI	.	.	1.62x3.12	.	.
Waukesha JL	Tractors	4-6x7	57.6		792		3	Det.	2	Sep.	Iron.	Iron.	.	.	.	.	Heli	None.	CI	.	.	1.62x3.12	.	.
Waukesha JK	Tractors	4-6½x7	67 6		929		3	Det.	2	Sep.	Iron.	Iron.	.	.	.	.	Heli	None.	CI	.	.	1.62x3.12	.	.
Waukesha JZ	Tractors	4-6¾x7	73 0		1002		3	Det.	2	Sep.	Iron.	Iron.	.	.	.	.	Heli	None.	CI	.	.	1.62x3.12	.	.
Waukesha WS		4-5¾x8	52.9		831		3,4	Det.	2	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	CI	.	.	1.62x	Pist.	4
Waukesha WL		4-6¼x8	62 5		982		3,4	Det.	2	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	CI	.	.	1.62x	Pist.	4
Waukesha WK		4-6¾x8	73 0		1145		3,4	Det.	2	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	CI	.	.	1.62x	Pist.	4
Waukesha 6TS	Trucks	6-3½x4¾	23 44		218.6		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	Al	.	.	.	.	.
Waukesha 6TL	Trucks	6-3⅝x4¾	27 34		255.0		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	Al	.	.	.	.	.
Waukesha 6MS	Tr, Bu, T	6-3¾x4¾	33.7		315.		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	4
Waukesha 6ML	T, Bu, Tr	6-4x4¾	38.5		358.		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	4
Waukesha 6MK	T, Bu, Tr	6-4½x4¾	40 8		381.		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	4
Waukesha 6SRS	T & Buses	6-4½x5½	40 84		411		3	Det.	6	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	Al	.	.	.	.	.
Waukesha 6SRL	T & Buses	6-4⅝x5½	46		464.		3	Det.	6	Sep.	Iron.	PS.	L	.	.	.	Heli	None.	CI	.	.	1.00x2.25	Pist.	.
Waukesha 6SRK	T, B, Tr	6-4⅝x5½	51.34		517		3	Det.	6	Int.	Iron.	PS.	L	.	.	.	Heli	None.	Al	.	.	1.37x	Flo.	.
Waukesha 6HB	T & Buses	6-4¼x5¾	43.10		490.0		3	Det.	2	Sep.	Al.	Al.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	3
Waukesha 6AB	T & Buses	6-4½x5¾	48.60		549.0		3	Det.	2	Sep.	Al.	Al.	L	.	.	.	Heli	None.	CI	.	.	.	Pist.	.
Waukesha 6RB	T & Buses	6-5x5¾	60.		677		3	Det.	2	Sep.	Al.	Al.	L	.	.	.	Heli	None.	Al	.	.	1.38x2.93	Pist.	.
Waukesha 6LS	Rail C.	6-7x8½	104.		1962.0		4	Det.	1	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	Al	.	.	2.25x3.75	Pist.	.
Waukesha 6LK	Rail C.	6-7¾x8½	144		2410 0		4	Det.	1	Sep.	Iron.	Iron.	L	.	.	.	Heli	None.	Al	.	.	2.25x4.25	Pist.	.

ABBREVIATIONS:

a—Main Bearings
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical
I—Both valves in head.
Io—Valve in Head; overhead camshaft.

STATISTICAL ISSUE

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								MAKE AND MODEL
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Oz.	Material	Offset (Ins.)	Counterbalances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lb.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided?	S.A.E. Numbers	
Car...	9.50	36.8	Car...	None...	No....	2.12x1.25	4	2.37x1.87	2.37x1.87	abce..	Gear..	Pump...	Cent..	Opt...	.....	.....	1200	540	No....	25¾	29⅝	34⅜	4		Lycoming.....WTG
Car...	10.75	56.8	Car...	None...	Yes...	2.50x1.62	4	2.75x2.75	2.75x2.75	abce..	Gear..	Pump...	Cent..	Opt...	.....	.....	800	850	No....	25⅝	30⅝	44⅝	3		Lycoming.....TV
Car...	9.00	50.8	Car...	None...	No....	2.34x1.69	5	2.62x2.12	2.62x2.75	abce..	Gear..	Pump...	Cent..	Opt...	None..	.....	1200	930	No....	25¾	30⅝	51⅞	2,3		Lycoming.....AEC, AED
Car...	8	31	Car...	None...	No....	1.75x1.50	3	1.87x1.87	1.87x1.62	abce..	Gear..	Pump...	Gear...	.....	.....	.....	2000	390	No....	21⅝	23¾	39		No..	Lycoming.....UAB
Car...	9	41.5	Car...	None ...	No....	2.12x1.50	4	2.37x2.06	2.37x2.37	abce..	Gear..	Pump...	Cent..	Opt...	.....	.....	1000	590	No....	20¾	32⅝	38⅞	3		Lycoming.....SA, SAH
Car...	9	43.8	Car...	None...	Yes...	2.12x1.50	4	2.37x2.06	2.37x2.37	abce..	Gear..	Pump...	Cent..	Opt...	.....	.....	800	600	No....	25¾	20⅞	38⅞	3		Lycoming.....SB
Car...	9	47.68	Car...	None...	No....	2.34x1.69	4	2.62x2.12	2.62x2.75	abc..	Gear..	Pump...	Cent..	Opt...	.....	.....	1100	700	No....	25¾	30⅝	41⅜	3		Lycoming.....ASB
Car...	9	47.68	Car...	None...	No....	2.34x1.69	4	2.62x2.12	2.62x2.75	abc..	Gear..	Pump...	Cent..	Opt...	.....	.....	800	700	No....	25¾	30⅝	41⅜	3		Lycoming.....ASD
Car...	9.50	38	Car...	None...	No....	2.12x1.25	5	2.37x1.94	2.37x1.87	abc..	Gear..	Pump...	Cent..	NP..	None..	.....	1350	685	No....	24⅜	29⅛	42⅛	5		Lycoming.....GU
Car...	9	44	Car...	None...	Yes...	2.12x1.50	5	2.37x2.75	2.37x2.00	abce..	Gear..	Pump...	Gear...	.....	.....	.....	2000	990	No....	26¼	63⅜	24⅞		No.	Lycoming.....UC
Car...	9	48	Car...	None...	No....	2.34x1.69	5	2.62x2.53	2.62x2.75	abce..	Gear..	Pump...	Gear...	.....	.....	.....	2000	1110	No....	26¼	34⅜	67⅜		No.	Lycoming.....UE
Car...	9	41.6	Car...	None...	No....	2.12x1.50	5	2.37x2.75	2.37x2.75	abe..	Gear..	Pump...	Cent..	Opt...	.....	.....	1000	879	No....	25¾	32	48½		2,3	Lycoming.....HFA
Car...	9.44		Car...	None...	Yes...	2.50x2.50	4	3.00x2.56	3.00x2.37	abcde..	Gear..	Pump...	Cent..	NP..	.....	.....	1200	1090	No....	26	35⅛	46½		4	Lycoming.....BB
Car...	9	73.75	Car...	None...	Yes...	3.00x3.25	4	6.00x2.12	6.00x2.12	abcde..	Gear..	Pump...	Gear...	.....	.....	.....	1700	2250	No....	32⅜	37⅜	71⅛		No..	Lycoming.....UF
Car...	7.75		NicS..	None...	Yes...	1.19x2.00	3	.....	.....	c..	Pist.			Stk..	Cent..	1800	1800	140	No....	15½	23½	21½		No..	Mar Tan.....F
Dur..	8.00		NicS..	2.00	Yes...	2.00x1.63	2	.....	.....	a..	Pist.	Pump...	Gear..	Opt...	None..	None..	3000	225	Yes...	13	22	22			Niagara‡.....M
Car...	7.50	25.0	Car...	None...	No....	1.44x1.75	2	1.44x2.75	1.44x2.38	a..	Pist.	Pump...	Gear..	Opt...	None..	None..		250	Yes...	11	18¾	37¾			Niagara‡.....S
Car...	8	27	Car...	.25	No....	1.75x1.50	2	1.75x2.81	1.75x2.87	abe..	Ecc°..	Pump...	Gear..	NP..	.....	.....		330	Yes...	17	21⅛	38⅝		No.	Red Wing.....DS
Car°.	11.37	87°	Car...	None...	No....	2.56x2.25	5	2.56x4.25	2.56x4.25	abce..	Gear..	Pump...	Gear..	Opt...	Opt...	.....		1175	Yes...	23⅜	27⅜	62⅜		No.	Red Wing.....BB4
Car°.	11.37	87°	Car...	None...	No....	2.56x2.25	7	2.56x4.25	2.56x4.25	abce..	Gear..	Pump...	Gear..	Opt...	.....	.....		1565	Yes...	26¼	30⅝	75⅝		No.	Red Wing.....BBS6
Car°.	13.25	168°	Car...	None...	No....	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	.....	.....		2365	Yes...	27½	35½	94½		No.	Red Wing.....BCS6
ASt..	10.50		Car...	None...	No....	2.19x1.87	3	2.25x2.81	2.25x2.81	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	635	No....	17	20¾	47½		No.	Scripps.....84
ASt..	10.50		Car...	None...	No....	2.19x1.87	3	2.25x2.81	2.25x2.81	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1200	660	No....	17	20¾	47½		No.	Scripps.....F-4
ASt..	10.50		Car...	None...	No....	2.19x1.87	4	2.25x2.81	2.25x2.81	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	900	No....	15½	20½	58¾		No.	Scripps.....F-6
ASt..	10.50			None...	Yes...	2.19x1.87	4	2.25x2.81	2.25x2.81	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	900	No....	15½	24¾	58¾		No.	Scripps.....120, 121
ASt..	10.50			None...	Yes...	2.19x1.87	4	2.25x2.81	2.25x2.81	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	800	No....	15½	24½	58¾		No.	Scripps.....124, 125
ASt..	10.87		ChN..	None...	Yes...	2.75x2.25	4	3.25x2.25	3.25x2.25	abc..	Gear..	Pump...	Gear..	.....	.....	.....		900	No....	23	23¼	56¼		No.	Scripps.....150, 151
ASt..	10.87		ChN..	None...	Yes...	2.37x2.25	4	3.25x2.25	3.25x2.25	abc..	Gear..	Pump...	Gear..	.....	.....	.....	2000	900	No....	23	23¼	56¼		No.	Scripps.....152, 153
ASt..	11.25		NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....		1295	No....	23¾	27½	66		No.	Scripps.160, 161, 164, 165
ASt..	11.25	80	NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	1195	No....	23¾	26½	66		No.	Scripps.....162, 163
ASt..	11.25	80	NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	1295	No....	23¾				No.	Scripps.170, 171, 174, 175
ASt..	11.25	80	NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	1195	No....	23¾	27½	66		No.	Scripps.....172, 173
ASt..	11.25	80	NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	1295	No....	25¾		66		No.	Scripps.200, 201, 204, 205
ASt..	11.25		NicS..	None...	Yes...	2.87x2.00	4	3.00x3.25	3.00x3.62	abc..	Gear..	Pump...	Gear..	.....	.....	.....	1800	1195	No....	23¾	27½	66		No.	Scripps.....202, 203
ASt..	15.56		ChN..		No....	2.62x3.00	7	.....	.....	abde..	Gear..	Pump...	Gear..	NP..	None..	.....		2000	No....	29½	41½	83			Speedway.....MP
ASt..	19		ChN..		No....	3.50x4.12	7	.....	.....	abde..	Gear..	Pump...	Gear..	NP..	None..	.....		3375	No....	36	57¼	112			Speedway.....R
Car...	12.00	118.0	Car...	None...	No....	2.37x2.87	3	2.25x2.97	2.75x4.00	ab..	Gear..	Pump...	Cent..	Stk..	Cent..	1075	900	1150	Yes...	29	42	41⅝		2	Twin City.....TW
Car...	14.00	248.0	Car...	None...	Yes...	3.00x3.62	3	2.87x3.9	3.12x5.75	abf..	Gear..	Pump...	Cent..	Stk..	Cent..	900	600	1900	Yes...	34⅜	47⅞	54⅝		1	Twin City.....AE
Car...	12.00	118.0	Car...	None...	No....	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef..	Gear..	Pump...	Cent..	Stk..	Cent..	1075	900	1250	Yes...	23½	47⅝	42⅜		1	Twin City.....FE
Car...	10.00	96	Car...	None...	No....	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef..	Gear..	Pump...	Cent..	Stk..	Cent..	1000	800	1150	Yes...	23½	43⅞	41½		2	Twin City.....KE
Car...	7.25		Car...	None...	Yes...	1.75x1.37	3	1.75x2.37	1.75x2.50	abce..	Gear..	ThS....	None..	Stk..	Cent..	2500	2500	356	Yes...	18⅞	33¾	31¼		Opt.	Universal
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	3	2.75x4.00	2.75x4.75	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	1600	No....	30	39	67		.....	Van Bl'k.N160SS,180HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	5	2.75x4.00	2.75x4.75	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	2100	No....	30	39	84		.....	Van Bl'k.N162SS,182HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	6	2.75x4.00	2.75x4.75	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	2700	No....	30	39	109		.....	Van Bl'k.N164SS,184HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	10	2.75x4.00	2.75x4.75	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	3450	No....	30	39	144		.....	Van Bl'k.N166SS,186HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	3	2.75x4.00	2.75x4.75	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	1675	No....	30	39	67		.....	Van Bl'k.R160SS,180HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	5	2.75x4.00	2.75x4.74	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	2200	No....	30	39	84		.....	Van Bl'k.R162SS,182HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	6	2.75x4.00	2.75x4.74	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	2850	No....	30	39	109		.....	Van Bl'k.R164SS,184HS
ASt..	13.4	114	ChN..	None..	No....	2.62x3.00	10	2.75x4.00	2.75x4.74	abcde..	Gear..	Pump...	Opt..	Opt...	Cent..	1500	1050	3650	No....	30	39	144		.....	Van Bl'k.R166SS,186HS
Car...	7.25		Car...			1.75x1.25	3	2.12x1.25	2.12x1.50	abce..	Gear..	Opt....	Vane..	Opt...	Cent..	.....	.....	285	.....	19	28¾	37¾		5	Waukesha.....FLJ
Car...			Car...			1.75x1.25	3	2.12x1.25	2.12x1.50	abce..	Gear..	Opt....	Vane..	Opt...	Cent..	.....	.....	290	.....	19	28¾	37¾		5	Waukesha.....FKJ
Car...	8.75	37.0	Car...	.25	No....	2.00x1.50	3	2.00x1.87	2.00x2.50	abce..	Gear..	ThS....	None..	Opt...	Cent..	.....	.....	375	.....	17⅛	27	32¼		5	Waukesha.....XA
Car...	8.75		Car...	None...	No....	2.12x1.50	3	2.25x1.75	2.25x2.31	abce..	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	400	.....					5	Waukesha.....XAK
Car...	10.00	57.5	Car...	.25	No....	2.25x2.00	3	2.25x2.00	2.37x2.75	abce..	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	580	.....	20½	34	36½		3	Waukesha.....V
Car...	10.00		Car...	.25	No....	2.25x2.00	3	2.25x2.00	2.37x2.75	abce..	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	600	.....	20½	34	36½		3	Waukesha.....VK
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1375	.....	21¼	35			2	Waukesha.....VIS
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1375	.....	21¼	35			2	Waukesha.....VIL
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1375	.....	21¼	35			2	Waukesha.....VIK
Car...	12.25		Car...	.25	No....	2.37x2.50	3	2.37x2.50	2.50x3.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	950	.....	30½	38¾	40¾		1 or 2	Waukesha.....CSR
Car...	12.25		Car...		No....	2.38x2.5	3	2.38x2.5	2.50x3.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	950	.....	30½	38¾	40¾		1, 2	Waukesha.....CR
Car...	13.25		Car...		No....	2.38x2.75	3	2.38x2.75	2.50x3.50	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1100	.....	30½	40½	43½		1, 2	Waukesha.....DR
Car...			Car...	.25	No....	2.37x2.75	3	2.37x2.75	2.50x3.50	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1150	.....	30½	40½	43½		1 or 2	Waukesha.....DKR
Car...	11.75		Car...	None...	No....	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1575	.....	24	42			2	Waukesha.....CHS
Car...	11.75		Car...	None...	No....	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1575	.....	24	42			2	Waukesha.....CHK
Car...	13.25		Car...		No....	2.38x3.25	3	2.38x3.25	2.50x4.00	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	1350	.....	30½	40½	47½		1, 2	Waukesha.....ER
Car...	13.25		Car...		No....	2.50x2.75	3	3.00x3.	3.00x3.63	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	1000	.....	1550	.....	30½	42	48		1	Waukesha.....HS
Car...	13.25		Car...		No....	2.50x2.75	3	3.00x3.00	3.00x3.63	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	1000	.....	1575	.....	30½	42	48		1	Waukesha.....HL
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2170	.....	30½	47	52⅝		0	Waukesha.....JS
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2195	.....	39½	47	52⅝		0	Waukesha.....JL
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2220	.....	39½	47	52⅝		0	Waukesha.....JK
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2240	.....	39½	47	52⅝		0	Waukesha.....JZ
Car...	18.0		Car...	None...	No....	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2650	.....	34	51⅜	59⅜		0, 00	Waukesha.....WS
Car...	18.0		Car...	None...	No....	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2700	.....	34	51⅜	59⅜		0, 00	Waukesha.....WL
Car...	18.0		Car...	None...	No....	3.25x2.75	5	3.75x3.75	3.75x5.50	abce..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	2750	.....	34	51⅜	59⅜		0, 00	Waukesha.....WK
Car...	8.75		Car...	None...	No....	2.00x1.50	4	2.37x1.75	2.37x2.37	abce..	Gear..	Pump...	Cent..	.....	.....	.....		625	.....	25¾	33⅛	40⅛		4	Waukesha.....6TS
Car...	8.75		Car...	None...	No....	2.00x1.50	4	2.37x1.75	2.37x2.37	abce..	Gear..	Pump...	Cent..	.....	.....	.....		625	.....	25¾	33⅛	40⅛		4	Waukesha.....6TL
Car...	8.75		Car...		No....	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	860	.....	20½	31	43⅝		3, 2	Waukesha.....6MS
Car...	8.75		Car...		No....	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	875	.....	20½	31	43⅝		3, 2	Waukesha.....6ML
Car...	8.75		Car...		No....	2.25x1.50	7	2.62x1.62	2.62x2.75	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	890	.....	20½	31	43⅝		3, 2	Waukesha.....6MK
Car...	10.25		Car...		No....	2.75x1.75	7	3.00x1.81	3.00x3.00	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1150	.....	26	34⅛	46⅛		3	Waukesha.....6SRS
Car...	10.25		Car...		No....	2.75x1.75	7	3.00x1.88	3.00x3.00	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	.....	No....	26	34⅛	46⅛		3°	Waukesha.....6SRL
Car...	10.25		Car...	None...	No....	2.75x1.75	7	3.00x1.81	3.00x1.50	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1130	No....	26	35⅞	46⅜		3,2	Waukesha.....6SRK
Car...	12.25		ChN..	None...	No....	2.75x2.50	4	3.50x2.50	3.50x3.37	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1250	.....	26	41⅛	54⅛		2	Waukesha.....6HB
Car...	13.25		ChN..	None...	No....	2.75x2.50	4	3.50x2.63	3.50x3.50	abce..	Gear..	Pump...	Cent..	Opt...	Cent..	1600	750	1300	No....	26	41⅛	54⅛		2	Waukesha.....6AB
Car...	13.25		ChN..		No....	2.75x2.50	4	3.50x2.50	3.00x3.50	abce..	Gear..	Pump...	Cent	Opt...	Cent..	.....	.....	1250	.....	26	41⅛	54⅛		2	Waukesha.....6RB
Car...	18.38		Car...		No....	4.00x3.75	7	4.50x5.00	4.25x5.50	abce°..	Gear..	Pump...	Cent..	Stk..	Cent..	.....	.....	7300	Yes...	42	60	95⅛		00	Waukesha.....6LS
Car...	18.38		Car...		No....	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°..	Gear..	Pump...	Cent	Stk..	Cent...	.....	.....	7335	Yes...	42	60	95⅛		00	Waukesha.....6LK

Ind—Industrial.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Mar—Marine
Nich—Nichrome
Nicl—Nickel Iron.
NickS—Nickel Steel.

NP—No provision.
Opt.—Optional.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
‡—1931 Specifications.

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Oz.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pins Bearing In	Number of Rings per Piston
Wisconsin A1½	Tractors	1-2¾x3¼	....	2.37-1800	.....	3.75	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	1.12	.280	Spur	.....	Al	2.75	...	.75x	.....	3
Wisconsin A2	Tractors	1-3x3¼	....	3.12-1800	.....	3.75	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	1.12	.280	Spur	.....	Al	2.75	...	.75x	.....	3
Wisconsin A3, A4	Tractors	1-3¼x4	....	.....	.....	3.75	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	1.25†	.280	Spur	.....	Al	3.75	...	1.31x	Flo.	3
Wisconsin A5	Tractors	1-3½x4	....	6.12-1700	.....	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	1.25†	.280	Spur	.....	Al	3.75	...	1.31x	Flo.	3
Wisconsin SU	T, Tr.	4-4x5	25.60	50-2000	251.3	4.2	3	Det.	4	Int.	Nic I	PS.	I.	Sil.	1.53	.38	Heli.	Idler.	CI	4.25	54.7	1.06x3.50	Rod.	3
Wisconsin Y	T & B	6-3⅜x5	27.34	75-3000	268.0	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.38	Chain	None.	CI	4.00	32.0	1.06x3.12	Rod.	3
Wisconsin Z	T, B & Tr.	6-4½x5	48.60	103-2200	477.0	4.5	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.93	.38	Heli.	Yes	CI	4.75	...	1.19x3.93	Rod.	4
Wisconsin F	Trucks, B	6-3¼x4¼	25.35	45-2200	212.0	4.5	3	Det.	6	Int.	Nic I	PS.	I.	Sil.	1.31	.38	Heli.	Cam.	CI	3.75	...	.93x3.72	Rod.	3
Wisconsin G-1	T & Buses	6-3⅜x5	31.5	65-2000	309.	4.5	4	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	.38	Heli.	Cam.	CI	4.00	46.0	1.63x3.09	Rod.	3
Wisconsin H	T, B & Tr.	6-4⅜x5	38.4	67-2000	377.	4.54	3,4	Det.	6	Int.	Iron.	Al.	I.	Sil.	1.62	.38	Heli.	Acex.	CI	4.50	59.5	1.19x3.47	Rod.	3
Wisconsin W	T, Tr.	4-4½x5	27.2	53-2000	267.	4.2	3	Det.	4	Int.	Nic 1	PS.	I.	Sil.	1.69	.38	Heli.	None.	CI	4.16	...	1.06x3.50	Rod.	3
Wisconsin X	T, Tr.	4-4½x5	32.4	66-1000	318.1	4.25	3	Det.	4	Int.	Nic 1	Iron.	I.	Sil.	1.81	.38	Heli.	Acex°	CI	4.75	...	1.19x3.94	Rod.	4
Wisconsin E	Tr.	6-6x7	86.4	140-1000	1187.	4.0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.50	.44	Heli.	None.	CI	6.25	...	1.69x5.22	Rod.	4
Wisconsin K	Tr.	4-6x7	57.6	112-1300	792.	4.0	3	Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.50	.44	Heli.	None.	CI	6.25	...	1.69x5.22	Rod.	4
Wisconsin G-2	Tractors	6-3¼x5	33.7	69-2000	331.	4.5	4	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	.38	Heli.	None.	CI	3.90	50.0	1.63x3.09	Rod.	3
Wisconsin C	Trucks	4-3¼x5	22.5	38-2000	221.	4.17	3	Det.	4	Int.	Nic 1	PS.	I.	Sil.	1.53	.26	Heli.	Idler.	CI	4.47	...	1.06x3.22	.....	3
Wisconsin N	Trucks	6-3½x4¼	29.4	55-2500	245.	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.37	Heli.	Cam.	CI	4.00	32.0	1.06x3.12	Pist.	3
Wisconsin L-2	T, Buses	6-3⅞x5	36.0	66-1600	354	4.3	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.75	.380	Heli.	.....	CI	4.87	...	1.25x	Flo.	3
Wisconsin L-3	T, Buses	6-4⅛x5	40.8	73-1600	401	4.3	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.75	.380	Heli.	.....	CI	4.72	...	1.25x	Flo.	3
Wisconsin L-4	T, Buses	6-4¼x5	43.3	78-1600	426	4.3	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.75	.380	Heli.	.....	CI	4.62	...	1.25x	Flo.	3
Wisconsin M-1	Tractor	6-4½x6	48.6	79-1200	572.5	4.3	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	1.87	.430	Heli.	None.	CI	5.97	...	1.37x2.00	Flo.	5
Wisconsin M-2	Tractors	6-4¾x6	54.1	88-1200	636.9	4.3	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	1.87	.430	Heli.	None.	CI	5.75	...	1.37x2.00	Flo.	5
Wisconsin M-3	Tractors	6-5x6	60.0	98-1200	706.9	4.3	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	1.87	.430	Heli.	None.	CI	5.97	...	1.37x2.00	Flo.	5
Wisconsin M-4	Tractors	6-5¼x6	66.15	106-1200	779.3	4.3	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	1.87	.430	Heli.	None.	CI	5.75	...	1.37x2.00	Flo.	5
Wisconsin D-2	Tractors	6-5¼x6½	66.15	105-1000	844	4.25	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	2.00	.450	Heli.	.....	CI	6.66	...	1.50x	.....	5
Wisconsin D-3	Tractors	6-5½x6½	72.5	113-1000	927	4.25	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	2.00	.450	Heli.	.....	CI	6.41	...	1.50x	.....	5
Wisconsin D-4	Tractors	6-5¾x6½	79.4	125-1000	1013	4.25	3	Det.	2	Sep.	SS.	Opt.	I.	Sil.	2.00	.450	Heli.	.....	CI	6.16	...	1.50x	.....	5

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.
Io—Valve in Head; overhead camshaft.

U. S. Passenger Car Trends

Valve Location

(Based on Number of Models Offered)

	Per Cent L-Head	Per Cent Valve-in-Head	Per Cent Horizontal	Per Cent Sleeve	Per Cent T-Head	Per Cent F-Head
1922	63.0	29.9	0.6	3.9	2.0	0.6
1923	61.9	29.6	...	4.6	2.6	1.3
1924	61.9	28.8	...	5.1	3.4	0.8
1925	70.2	20.5	...	5.6	2.8	0.9
1926	73.5	17.30	...	5.1	3.1	1.0
1927	76.70	14.20	...	5.1	3.0	1.0
1928	76.60	14.00	...	5.6	2.8	...
1929	78.00	14.00	...	6.00	1.00	1.00
1930	84.33	11.75	1.96	1.96	...	...
1931	79.50	17.94	1.28	1.28	...	...
1932	74.0	19.2	4.1	2.7	...	...

American Passenger Car Engine Trends

Connecting Rod Material

(Based on Number of Models Offered)

	Per Cent Steel	Per Cent Aluminum
1925	92.6	7.4
1926	92.8	7.2
1927	91.8	8.2
1928	84.6	15.4
1929	84.0	16.0
1930	90.8	9.2
1931	93.0	7.0
1932	85.0	15.0

American Passenger Car Engine Trends

Average Weight of Reciprocating Parts

(Based on Number of Models Offered)

	Piston Ounces	Connecting Rod Ounces	Total Ounces
1925	31.12	43.97	75.09
1926	28.85	41.18	70.03
1927	27.92	40.53	68.45
1928	26.00	37.12	63.12
1929	22.47	33.82	56.29
1930	21.41	33.59	55.00
1931	21.83	35.40	57.23
1932	24.63	35.51	60.14

ENGINES—Continued

CONNECTING RODS		CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Oz.	Material	Offset (Ins.)	Counterbalances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings Number	Main Bearings Diameter and Length (Ins.) Front	Main Bearings Diameter and Length (Ins.) Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.) Width	Overall Dimensions (Ins.) Height	Overall Dimensions (Ins.) Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
..	8.00	..	Car..	None....	Yes...	1.12x1.25	2	.....	.....	.....	Pist.	Air....	Air...	Stk..	Air...	2200	1200	120	Yes...	11⅞	20¼	17⅞	No..	Wisconsin.....A1½
..	8.00	..	Car..	None....	Yes...	1.12x1.25	2	.....	.....	.....	Pist.	Air....	Air...	Stk..	Air...	2200	1200	120	Yes...	11⅞	20⅛	17⅞	No..	Wisconsin.....A2
..	9.50	..	Car..	None....	Yes...	1.37x1.37	2	.....	.....	.....	Pist.	Air....	Air...	Stk..	Air...	2200	1100	170	Yes...	14⅝	24½	19½	No..	Wisconsin.....A3, A4
..	9.50	..	Car..	None....	Yes...	1.37x1.37	2	.....	.....	.....	Pist.	Air....	Air...	Stk..	Air...	2200	1100	179	Yes...	14⅝	24½	19½	No..	Wisconsin.....A5
..	10.50	.....	Car..	None....	No....	2.00x2.00	3	1.94x2.50	2.06x3.00	abc.....	Gear..	Pump...	Cent..	Opt...	Opt...	1800	1000	615	No....	26	34	35⅞	3	Wisconsin.....SU
..	12.00	59.0	Car..	None....	No....	2.50x1.50	3	2.50x2.34	2.50x2.75	ab	Gear..	Pump...	Cent..	NP...	None..	None..	900	790	No....	25¾	36	41⅞	3	Wisconsin.....Y
..	10.50	.....	Car..	None....	No....	2.75x2.50	4	2.75x3.00	2.75x3.00	ab	Gear..	Pump...	Cent..	Opt...	Opt...	.....	800	950	No....	21⅞	34¼	52 1/16	2	Wisconsin.....Z
..	8.50	.....	Car..	None....	No....	2.00x1.50	4	2.00x2.25	2.00x1.75	abc.....	Gear..	Pump...	Cent...	NP...	None..	None..	2500	800	No....	26	32½	41 1/16	3	Wisconsin.....F
..	10.50	68	Car..	None....	No....	2.50x1.75	4	2.50x2.50	2.50x3.00	ae.....	Gear..	Pump...	Cent...	NP...	None..	None..	600	....	No....				3	Wisconsin.....G-1
..	10.5	94.8	Car..	None....	No....	2.75x2.00	4	2.75x2.50	2.75x3.00	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	1575	800	1015	No....	25¾	35⅝	55 1/16	2	Wisconsin.....H
..	10.50	.....	Car..	None....	No....	2.37x2.00	3	2.37x2.50	2.37x3.00	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1800	900	640	No....	26	34	35⅛	3	Wisconsin.....W
..	10.50	.....	Car..	None....	No....	2.75x2.50	3	2.75x3.00	2.75x3.00	abc.....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	850	No....	26	36	47☆	2	Wisconsin.....X
	14	.....	Car..	None....	No....	3.25x3.00	4	3.75x4.00	3.75x4.00	abcd....	Gear..	Pump...	Cent..	Opt...	Opt...	.....	700	....	.....					Wisconsin.....E
	14	.....	Car..	None....	No....	3.25x3.00	3	3.25x4.00	3.25x4.00	abcd....	Gear..	Pump...	Cent.	Opt...	Opt...	.....	800	2050	.....	28½	49 1/16	55 1/16	0	Wisconsin.....K
	10.50	68	Car..	None....	No....	2.50x1.75	4	2.50x2.50	2.50x3.00	ae.....	Gear..	Pump...	Cent...	Stk..	.....	.....	600	....	No....				3	Wisconsin.....G-2
	10½	.....	Car..	None....	No....	2.00x2.00	3	1.94x2.50	2.06x3.00	abc.....	Gear..	Pump...	Cent.	Opt...	Opt...	2000	950	595	No....	26	35	35⅞	3	Wisconsin.....C
	9.00	56	Car..	.....	.....	2.25x1.75	4	2.25x2.50	2.25x3.00	ace....	Gear..	Pump...	Cent..	Opt...	.....	.....	800	820	No....	23¾	31⅞	44 1/16	3	Wisconsin.....N
	10.50	..	Car..	None....	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abcef....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	700	....	No....				3	Wisconsin.....L-2
	10.50	..	Car..	None....	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abcef....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	700	....	No....				3	Wisconsin.....L-3
	10.50	..	Car..	None....	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abcef....	Gear..	Pump...	Cent..	Opt...	Cent..	2400	700	....	No....				3	Wisconsin.....L-4
	12.	..	Car..	None....	Yes...	2.75x2.50	4	3.00x3.00	3.00x3.00	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1200	600	2000	Opt....				1	Wisconsin.....M-1
	12.	..	Car..	None....	Yes...	2.75x2.50	4	3.00x3.00	3.00x3.00	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1200	600	2000	Opt....				1	Wisconsin.....M-2
	12.	..	Car..	None....	Yes...	2.75x2.50	4	3.00x3.00	3.0px3.00	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1200	600	2000	Opt....				1	Wisconsin.....M-3
	12.	..	Car..	None....	Yes...	2.75x2.50	4	3.00x3.00	3.00x3.00	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1200	600	2000	Opt....				1	Wisconsin.....M-4
	13.	..	Car..	None....	Yes...	3.00x2.75	4	3.25x3.25	3.25x3.25	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1100	450	2650	Opt....				0	Wisconsin.....D-2
	13.	..	Car..	None....	Yes...	3.00x2.75	4	3.25x3.25	3.25x3.25	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1100	450	2650	Opt....				0	Wisconsin.....D-3
	13.	..	Car..	None....	Yes...	3.00x2.75	4	3.25x3.25	3.25x3.25	abcdef...	Gear..	Pump...	Cent..	Stk..	Cent..	1100	450	2650	Opt....				0	Wisconsin.....D-4

Ind—Industrial
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nicl—Nickel Iron.
NicS—Nickel Steel.

NP—No Provision.
Opt—Optional.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpP—Splash with Pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
‡—1931 Specifications.

Per Cent of American Trucks Using Stock Engines

(Based on number of models offered)

	Per Cent Using Stock Engines	Per Cent Using Own Engines
1928	85.0	15.0
1929	86.4	13.6
1930	82.2	17.8
1931	75.4	24.6
1932	77.5	22.5

American Passenger Car Engine Trends

Maximum Horsepower

(Based on Number of Models Offered)

	Per Cent 20-35 HP.	Per Cent 36-50 HP.	Per Cent 51-70 HP.	Per Cent Over 70 HP.
1926	8.0	23.0	43.0	26.0
1927	5.0	11.0	43.0	35.0
1928	3.0	18.0	28.0	51.0
1929	..	12.0	24.0	64.0
1930	..	6.2	25.8	68.0
1931	..	5.0	20.0	75.0
1932	1.4	1.4	14.2	83.0

American Passenger Car Engine Trends

Timing Drives

(Based on Number of Models Offered)

	Per Cent Chain	Per Cent Gear
1922	27.8	72.2
1923	35.1	64.9
1924	43.5	56.5
1925	47.0	53.0
1926	64.0	36.0
1927	75.7	24.3
1928	79.2	20.8
1929	84.8	15.2
1930	85.7	14.3
1931	83.1	16.9
1932	85.7	14.3

Truck Engines—Number of Cylinders

(Based on number of models offered)

	% Fours	% Sixes	% Eights
1928	67.00	33.00	...
1929	51.00	48.60	0.40
1930	36.00	63.20	0.80
1931	19.19	80.44	0.37
1932	10.50	85.20	4.30

HIGH SPEED DIESEL AND HEAVY OIL ENGINES

ENGINE MAKE AND MODEL	GENERAL: Designed for	Type	Number of Cylinders Bore and Stroke (Ins.)	Piston Displacement (Cu. Ins.)	Mfrs. Rated H.P.	Maximum Brake H.P. at Specified R.P.M.	Compression Ratio	Compression Pressure (Lbs. per Sq. In.)	Maximum Pressure (Lbs. per Sq. In.)	B. M. E. P. (Lbs. per Sq. In.)	Weight per Brake H.P. (Lbs.)	Maximum Torque in Lbs., Ft. at Specified R.P.M.	Engine Weight Complete (Lbs.)	VALVES (4 Cycle): Arrangement	Inlet Port Diam. (Ins.)	Exhaust Port Diam. (Ins.)	Valve Lift (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Seat Angle (Deg.)	PISTON: Material	Length (Ins.)	Number of Rings per Piston	Weight of Assembly Complete (Lbs.)	CONNECTING RODS: Material (S.A.E. No.)	Center to Center Length (Ins.)	Weight with Cap and Bushings (Lbs.)	INJECTION VALVE: Make	Type	Orifices	Injection Pressure (Lbs. per Sq. In.)	Fuel Consumption (Lbs. per B.H.P. Hr.)	STARTING EQUIPMENT: Make	Type
AMERICAN																																
Bromfield-Deutz FM 215	T,B,M	PC	2-4x6	214	20			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Bromfield-Deutz FM 215	T,B,M	PC	4-4x6	428	40			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Bromfield-Deutz FM 215	T,B,M	PC	6-4x6	642	60			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Bromfield-Deutz FM 217	T,B,M	PC	2-4 1/2x6 3/4	214.7	16.2			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Bromfield-Deutz FM 217	T,B,M	PC	4-4 1/2x6 3/4	429.4	32.4			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Bromfield-Deutz FM 217	T,B,M	PC	6-4 1/2x6 3/4	644.1	48.6			350	570	72				I	1 7/8	1 7/8	3/8	45	45	CI	5 15/16	6	8				Own	Cl	S	1100	.45	Bos	Ele
Caterpillar 60	T,I	PC	4-6 1/2x9 1/4	1090	80	80-650	15 1/2	525	625	89 1/2	62 1/2	720-475	5000	I	2 5/16	2 7/16	5/8	45	45	CI	9 1/2	6	27 3/4	1045	18.52	24.15	Bos	Cl	S	1250	.50	Own	G-E
Packard DR-980	A	DI	9-11 11/16x6	982	225	240-2000	14	550	1000	95	2.31	612-1950	520	I	2 5/16		5/8	30		Al	3.915	4	3.34	3140	11 7/8	17	Own	Cl	S	2000	.40	Ecl	In
Speedway D	M	DI	6-8 1/2x11	3745	300	330-850				90	25 3		7600	I	2 7/16	2 7/16	9/16	45	45	Al	12 1/2	5		ChV	22		Own	Cl	M	6000	.40		Air
Superior‡	M,I		4-9x12	3054	175	-600		400	600	75.6				SS	15							6					Own	Cl	M	4000	.45	Own	Air
Superior‡	M,I		6-9x12	4580	260	-600		400	600	74.9				SS	15							6					Own	Cl	M	4000	.45	Own	Air
Superior‡	M,I		4-7x9	1385	90	-720		400	600	73.5				SS	8 3/4							6					Own	Cl	M	4000	.45	Own	Air
Superior‡	M,I		6-7x9	2078	135	-720		400	600	73.5				SS	8 3/4							6					Own	Cl	M	4000	.45	Own	Air
Waukesha DWL	Tr,M,R,I	DI	4-6 1/4x8	98	90		14	450	650	76	38	525-700	3400	L	2	2	5/8	45	45	CI		5		1045	18		Bos	Cl	M	2750	.45	Opt	Opt
Waukesha DWF	Tr,M,R,I	DI	4-6 1/2x8	1062	100		14	450	650	76	35	575-750	3450	L	2	2	5/8	45	45	CI		5		1045	18		Bos	Cl	M	2750	.45	Opt	Opt
Waukesha DLK	M,R,I	DI	6-7 3/4x8 1/2	2406	200		14	450	650	73	40	1240-650	8000	L	2 3/8	2 3/8	7/8	30	30	CI		5		1045	18 3/8		Bos	Cl	M	2250	.45	Own	Air
BRITISH																																
A. E. C.	T,B,R,I	PC	6-4 1/2x5 5/8	540	130	140-2500	16	550	850	104	10.8	368-1250	1414	I	1 27/64	1 5/8	31/64	30	30	Y	5 33/64	5	82*	NiC	11.41	7.5	Bos	Cl	S	1400	.42	Bos	Ele
Aster	T,B		4-4 3/4x5 7/8	413		70-2000	16			96																						Ele
Aster	T,B		6-4 3/4x5 7/8	620		105-2000	16			96																						Ele
Beardmore 5-6**	R	DI	4-4 1/2x6	340	60	66-1800	13	430	850	78	18 3/4		1125	I						Y		5		NiC	12		Own	Cl	M	1800	.42		Ele
Beardmore 10	R	DI	4-6 1/2x9	1194	150	165-1200	12	420	850	83	21		3150	I						Y		6		NiC	14 3/4		Own	Cl	M	1800	.4		Ele
Beardmore Series 15	R	DI	4-8 1/4x12	2566	240	265-900	12	420	800	82 1/2	27		6500	I						Y		7		NiC	20		Own	Cl	M	1800	.4		Ele
Beardmore Series 20	R	DI	6-9 1/4x13 1/2	6060	500	550-800	12	420	800	82	29.7		14850	I						Y		7		NiC	22.5		Own	Cl	M	1800	.4		Ele
Beardmore Series 23	R	DI	12-9 3/4x9 3/4	18740	750	825-860	12	420	800	80	28.8		21600	I						Y		7		NiC	22.5		Own	Cl	M	1800	.4		Ele
Beardmore Series 24	R	DI	12-11x11	12550	1000	1100-760	12	420	800	83	31		31000	I						Y		7		NiC	25		Own	Cl	M	1800	.4		Ele
Beardmore Series 25	R	DI-	12-12x12	16300	1250	1375-750	12	420	800	81.5	32.2		40170	I						Y		7		NiC	27		Own	Cl	M	1800	.4		Ele
Beardmore Series 26	R	DI	12-13 1/2x13 1/2	23200	1500	1650-620	12	420	800	82.5	38		57000	I						Y		7		NiC	30.5		Own	Cl	M	1800	.4		Ele
Beardmore Series 7	M,I	DI	4-4 1/4x6	340	55	60-1600	13	430	850	78	27.7		1520	I						Y		5		NiC	12		Own	Cl	M	1800	.4		Ele
Beardmore Series 12	M,I	DI	4-6 1/2x9	1194	135	148-1100	12	420	850	81.5	27.5		3700	I						Y		6		NiC	14 3/4		Own	Cl	M	1800	.4		Opt
Beardmore Series 27	M,I	DI	6-10 1/2x15	7800	540	590-650	12	420	750	85	40.7		22000	I						Y		7		NiC	25		Own	Cl	M	1800	.4		Opt
Beardmore Series 29	M,I	DI	8-12 1/2x18	13250	1000	1100-540	12	420	750	83	47.5		47500	I						Y		7		NiC	30		Own	Cl	M	1800	.4		Opt
Blackstone BHV2	C,B,M,R,A	DI	2-4 5/8x6	201.6	20	30-1500	14	420	600	86.5	38.4	118-1200	1361	H	1 5/8	1 5/8	13/32	45	45	CI	6 3/16	5	9 3/4		13	13 1/4	Own	Cl	M	1800	.46	CAV°	Ele
Brotherhood Ricardo R25	M,I	DI	-5 1/16x8 1/2		20*	25-900*		400	750	84	34.5			SI						CI	7	4		CS	17		Bos	Cl	S	2000	.4	Own	Air
Brotherhood Ricardo R50	M,I	DI	-7 1/2x12		50*	*55-1000		400	750	84	34.5			SI						CI	10	4		CS	23		Own	Cl	S	2000	.4	Own	Air
Crossley	A,B,C,T,M	DI	6-4 11/16x6	556	47.25	100-1800	14.7	460	880	104	14.5	4600-800	1456	I	1 5/16	1 5/16	3/8	45	45	Y	5 3/4	6	4	80T	12 3/4	8 3/4	Bos	Cl	M	1500	.46	Bos	Ele
Dorman 4RBM, 4RB	M,I,R	AC	4-4.33x7.09	410	50	70-1800	15	500	850	85	36.6	230-800	2570	I	1 11/16	1 11/16	33/64	45	45	Al	6 1/4	4	4		14 1/4	10 1/2	Bos	Cl	S	2000	.45	Opt	Opt
Dorman 4RBL, 4RBLM	M,I,R	AC	4-4.73x7.09	496	50	80-1800	15	500	850	85	32.2	276-800	2570	I	1 11/16	1 11/16	33/64	45	45	Al	6 1/4	4	5		14 1/4	10 1/2	Bos	Cl	S	2000	.45	Opt	Opt
Dorman 2RB	I,R	AC	2-4.33x7.09	205	21.5	35-1800	15	500	850	85	51	115-800	1800	I	1 11/16	1 11/16	33/64	45	45	Al	6 1/4	4	4		14 1/4	10 1/2	Bos	Cl	S	2000	.45	Opt	Opt
Dorman 2RBL	I,R	AC	2-4.73x7.09	298	25	40-1800	15	500	850	85	45	138-800	1800	I	1 11/16	1 11/16	33/64	45	45	Al	6 1/4	4	5		14 1/4	10 1/2	Bos	Cl	S	2000	.45	Opt	Opt
Lister	I,M,R,T	DI	1-4 1/2x5 1/2	87.5	9	9-1000	15	450	750	83				I						Al		4					Bos	Cl	S	2000	.45		Ha
Lister	I,M,R,T	DI	2-4 1/2x5 1/2	175	18	18-1000	15	450	750	83				I						Al		4					Bos	Cl	S	2000	.45		Ha
Lister	I,M,R,T	DI	3-4 1/2x5 1/2	262.5	27	27-1000	15	450	750	83				I						Al		4					Bos	Cl	S	2000	.45		Ha
Lister	I,M,R,T	DI	4-4 1/2x5 1/2	350	38	38-1000	15	450	750	106				I						Al		4					Bos	Cl	S	2000	.45		Ha
Lister	I,R,T	DI	1-4 1/2x5 1/2	87.5	5	5-600	15	450	700	75				I						CI		4					Bos	Cl	S	1100	.53		Ha
Lister	I,R,T	DI	2-4 1/2x5 1/2	175	10	10-600	15	450	700	75				I						CI		4					Bos	Cl	S	1100	.53		Ha
Paxman VZS	I,M,R	DI	3-6 1/2x10				13	450	700	79.5	38	193-750		H						CI°	9 7/8	4		NS	22 1/2		Own	Cl	M	1500	.4	Own	Air
Petters§§ A.C.E.		DI	3-4 1/2x5 5/8	255		48-1600	14	450	630	50	23.5	158-1600	1300							Y	7	6		3S11	10 3/4		Bos	Cl	M	2100	.48	CAV	Ele
FRENCH																																
Berliet	B,I,M,R,T	AC	4-4.33x6.30	371	47	47-1400	15	500	640	71.6	30.5	210-1300	1430	I	1.58		.43	45	45	CI	6.90	5	10		12.6	11	Bos	Cl	S	1700	.44	P-R	Ele
Berliet	B,I,M,R,T	AC	4-4.73x6.30	441	54	54-1400	15	500	640	69.3	26.5	210-1300	1430	I	1.73		.43	45	45	CI	6.90	5	10		12.6	11	Bos	Cl	S	1700	.44	P-R	Ele
Berliet	B,I,M,R,T	AC	6-4.73x6.30	661	41	95-1700	15		500	67.0	23.1	318-1200	2200	I	1.73	1.73	.43	45	45	Al	6.90	5	5.72	St	12.6	11	Bos	Cl	S	1700	.44	P-R	Ele
Renault 4-90-C	T,Tr	DI	4-3.54x5.90	233	15	50-2200	16	480	900	76.0	19.8	130-1500	990	I	1.58	1.58	.31	45	45	Al		5		NiC			Bos	Cl	M	4000	.46	Own	
Renault 4-C-115	B,I,M,T,Tr	DI	4-4.53x6.74	431	27	65-1600	16	480	900	70.0	26.4	231-1000	1715	I	1.97	1.97	.40	45	45	Al		5		NiC			Bos	Cl	M	4000	.44	Bos	Ele
Renault 6-C-115	B,I,M,T,Tr	DI	6-4.53x6.74	647	40	100-1600	16	480	900	70.0	22.0	347-1000	2200	I	1.97	1.97	.40	45	45	Al		5		NiC			Bos	Cl	M	4000	.44	Bos	Ele
Unic M 20	B,C,I,R,T,Tr	PC	6-4.13x6.50	523	33	95-1700	14.7	515	662	92.5	17.5	324-1000	1670	I	1.5	1.5	.44	45	45		6.31	5	3.3	NiC	13	8.2	Bos	Cl	S	950	.50	Bos	Ele

SWISS

Berna	MSR	I,B,T,Tr	PC	6-4.33x5.90	520	80	80-1800	15	530	590	81.0	20	289-1200	1600	I	1.89	1.89	.40	45	45	Als.	7.10	5	9.0	NiC	11.8	10	Bos	Op.	S.	1000	.46	Bos	Ele

ITALIAN

Fiat	355	B,T	DI	6-4.13x6.30	507		78-1700	15			74	21.6	244-1400	1680	I	1.65	1.65	.40	45	45	Al	5.87	5	3.64	1030	13.62	4.50	Bos	Cl	M	1400	.45	Own	Ele
Fiat	350	B,T	DI	4-4.53x6.30	405		60-1800	15			68	23	186-1400	1380	I	1.65	1.65	.40	45	45	Al	6.19	5	4.0	1030	13.62	4.50	Bos	Cl	M	1400	.45	Own	Ele

GERMAN

Bussing	FD	T,B,R,I	PC	6-4.92x6.70	762	100	110-1400	17	515		82.4	15.9	452-800	1760	I	2.09	2.09	.39	45	45	Al	7.48	5	7.23	St	13.8	12.5	Bos	Cl	S	1000	.44	Bos	Ele
Daimler-Benz	S	Tr,M,R,I	PC	2-5.32x7.88	348	32	35-800	16	483	568	89.5	44	246-640	1540	I	1.89	1.89	.47	45	45	CI	7.48	5	20.2	St	15.15	18.0	Own	Cl	S	922	.44	Opt	Opt
Daimler-Benz	D	Tr,M,R,I	PC	3-5.32x7.88	525	48	53-800	16	483	568	89.5	44	369-640	2200	I	1.89	1.89	.47	45	45	CI	7.48	5	20.2	St	15.15	18.0	Own	Cl	S	922	.44	Opt	Opt
Daimler-Benz	V	Tr,M,R,I	PC	4-5.32x7.88	696	64	70-800	16	483	568	89.5	44	492-640	2640	I	1.89	1.89	.47	45	45	CI	7.48	5	20.2	St	15.15	18.0	Own	Cl	S	922	.44	Opt	Opt
Daimler-Benz	Z	Tr,M,R,I	PC	6-5.32x7.88	1048	100	110-800	16	483	568	89.5	44	738-640	3960	I	1.89	1.89	.47	45	45	CI	7.48	5	20.2	St	15.15	18.0	Own	Cl	S	922	.44	Opt	Opt
Daimler-Benz	OM63	T,Tr,B,M,R,I	PC	4-4.73x6.70	471		57-1160	17	500	700	87.1	33	275-1000	1850	I	1.77	1.77	.55	45	45	Als	6.30	5	5.72	St	14.55	12.3	Bos	Cl		925	.44	Bos	Ele
Daimler-Benz	OM54	T,Tr,B,M,R,I	PC	6-4.73x6.70	707		125-1700	17	500	700	82.4	17.6	420-1100	2200	I	1.77	1.77	.55	45	45	Als	6.30	5	5.72	St	14.55	12.3	Bos	Cl		925	.44	Bos	Ele
Daimler-Benz	OM5	Tr,B,T,M,R,I	PC	6-4.13x6.49	523		95-1600	17	500	700	89.7	17.1	325-1000	1560	I	1.50	1.50	.43	45	45	Als	5.91	5	3.88		13.00	8.25	Bos	Cl		925	.42	Bos	Ele
Deutz	FMV 117	T	PC	4-4 52x6.69	423		55-1250				82.3	24		1320	I						CI		5					Own	Cl	S	500	.44	Bos	Ele
Deutz	FMS 117	T	PC	6-4.52x6.69	646		80-1250				78.5	22		1638	I						CI		5					Own	Cl	S	500	.44	Bos	Ele
Henschel		T,B	AC	6-4.72x6.30	672		105-1500				82.6	16		1670	I						CI		5		St			Bos	Cl	M	1280	.45	Bos	Ele
Junkers§	SA 9	T,Tr,B	DI	2-3.34x9.45	166		55-1500	17			87.5	17.2		946							Al							Own	Op	S		.43	Bos	Ele
Junkers§	SA 12	T,Tr,B	DI	3-3.34x9.45	249		80-1500	17			84.7	16.9		1350							Al							Own	Op	S		.43	Bos	Ele
Junkers§	SA 20		DI	4-3.34x9.45	332		105-1500	17			83.5	15.7		1650							Al							Own	Op	S		.43	Bos	Ele
Koerting§	6T13	T,Tr,B,M	PC	6-5.12x7.09	874		100-1200				75.4		434-1200			2.16	2.16				CI		6	12.56	St	14.17			Cl	S		.48	Bos	Ele
Linke-Hofmann			DI	4-4.92x6.70	508	55	72-1100	16	455	740	77	27.7	340-1100	1545	I	2.05	2.05	.51	45	45	CI	5.90	7	8.37	NiC	15	12.1	Bos	Cl	S	4270	.44	Bos	Ele
Linke-Hofmann			DI	6-8.65x11.0	3870	400	500-1000	14.8	512	712	86.3	17.6	2600-1000	7040	I	2x2.56	2x2.56	.71	45	45	Al	9.63	7	31.6	NiC	22	45	Own	Cl	S	5700	.375	Own	Air
M.A.N.	D 2086B	T,B	DI	6-4.72x7.08	745		110-1580				74.0		420-500		I	2.48	2.48	.4			Al	6.90	5		St	15.7		Bos	Cl	M		.43	Bos	Ele
Maybach	G 4 b	B,M,R,I	AI	6-5.51x7.08	1029	150	175-1400	14.5		569	102	15.4	738-500	2310	I	2.52	2.52		30	30	Al	7.60	6	10	NiC	12		Own	Al	S		.46	Own	Air
Maybach	GO4	T,Tr,B,M,R	DI	6-5 51x7.08	1029	150		13		500	88	13.2	665-500	1980	I	2.52	2.52		30	30	Al	7.6	6	9.7	NiC	12		Com	Cl	M	9950	.44	Own	Air
Maybach	GO5	T,Tr,B,M,R	DI	12-5.9x7.87	2590		410-1400	13		500	88	9.13	1720-400	3740	I	2.83	2.67		30	30	Al	8.05	6	16.0	NiC	17.3		Com	Cl	M	9950	.45	Own	Air
M. M. W.	SR 130	Tr	AC	3-4.33x6.49	267		35-1200				86.5				I						CI		4		St			Com	Cl	S	1425	.40	Bos	Ele
M. M. W.	SS 15V	T,Tr,I	AC	4-4.3x5.9	365		52-1300				86 8	23		1190	I						CI		4		St			Com	Cl	S	1425	.42	Bos	Ele
M. M. W.	SS 15S	T,Tr,I	AC	6-4.13x5.9	477		80-1500				88.6		311-1500								CI		4		St			Com	Cl	S	1425	.42		
Vomag	4R3080	T,Tr,B,M,R,I	DI	4-5.12x7.08	583	85	105-1800	14	368	735	79.3	13.2	325-1400	1386	I	2.13	2.13	.47	45	45	Als	7.64	5	7.54	St	14.6	11.9	Bos	Cl	S	1200	.44	Bos	Ele

ABBREVIATIONS:
*—Per Cylinder
**—Beardmore engines are also made in the following sizes: 6 cyl. 4½x6 in., 6 and 8-6½x9, 6 and 8-8¼x12, 6 and 8-4¼x6, 6 and 8-9¾x13½, 8-10½x15, and 10-12½x18.

°—Others Used Also
‡—Also made in 3, 5 and 8 cylinder types
§—Two cycle, two pistons per cyl., piston-type scavenging pump
§§—Two cycle, reciprocating scavenging pump

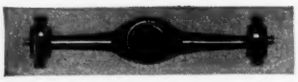
AC—Air Chamber
AI—Air Injection
Al—Aluminum
Als—Aluminum, Steel Strut
CI—Cast Iron
CS—Carbon Steel
ChV—Chrome Vanadium
Cl—Closed
Com—Compur (F. Deckel)
DI—Direct Injection
Ecl—Eclipse
G-E—Gas Engine
Ha—Hand
H—Horizontal
I—In Head
L—At Side
M—Multiple
NiC—Nickel Chrome
NS—Nickel Steel
Op—Open
Opt—Optional
PC—Pre-Combustion Chamber
P-R—Paris-Rhone
S—Single
Sl—Sleeve
St—Steel
SS—Semi-Steel
Y—Y Alloy

Engines Designed For
A—Aircraft
B—Buses
C—Cars
I—Industrial
M—Marine
R—Railcars
T—Trucks
Tr—Tractors

DIESEL ENGINE CHARACTERISTICS

IT is quite common among manufacturers of high-speed Diesel engines abroad to build engines of the same cylinder size in several different cylinder numbers, in some cases as two, three, four, six, and eight-cylinder types. It would seem, however, that this practice is based upon the fact that at the present time there is little opportunity for quantity production of these engines, and the manufacturers resort to this practice with the object of meeting the requirements of a comparatively wide market without the necessity of doing a large amount of development work and great tooling expense. If cylinders are bored and ground one at a time, and valve seats are finished in the same manner, production costs evidently can be decreased by keeping cylinder sizes uniform and varying the number of cylinders, whereas if regular production equipment were installed, such as multiple-spindle boring machines, it certainly would be better to have the same number of cylinders in engines of different output and vary the cylinder dimensions. In this respect there is no difference between the high-speed Diesel and the gasoline engine.

From the table of Diesel engine specifications it may be seen that the brake mean effective pressures for the most part range between 70 and 90 lb. per sq. in. and that the average is close to 80 lb. per sq. in. This is somewhat lower than the average for passenger-car gasoline engines (86 lb. per sq. in.), notwithstanding the fact that very much higher compression ratios are used in the Diesel. That the b.m.e.p. of the latter is not as high as might be expected from some of its features of design is due in a slight measure to the fact that in its operation the high-speed Diesel does not approach as closely to the constant-volume cycle as the gasoline engine, but the principal reason is that the Diesel requires a considerable proportion of excess air and only from two-thirds to three-fourths of the air actually in the cylinder takes part in the combustion.



AMERICAN STOCK

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	First Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	NOMINAL PITCH OF GEARS Final Reduction	FACE OF GEARS First Reduction	FACE OF GEARS Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	AXLE SHAFT Diameter at Wheel End (Ins.)	AXLE SHAFT Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	RANGE OF SPRING CENTERS Minimum	Propulsion Taken by	Torque Taken by	Provision for Radius Rods?
Clark.....B364	Trucks		550	½F	SB	2320	2320			5.1	5.66	4.25			4.25		1.25		1.63	1.97	4130	40	38½	Sp	Sp	No
Clark.....B510	Trucks		650	½F	SB		2315			5.66	5.1	6.38			3.80		1.69		1.75	2.56	3140	40	38½	Sp	Sp	No
Clark.....B721	Trucks		1000	½F	SB	2512	2315			7.13	6.38	6.88			3.73		1.75		2.06	2.88	3140	40	38½	Sp	Sp	No
Clark.....B-370	Trucks		550	F F	SB	2320	2320			5.1	5.66	6.38			4.25		1.25		1.62	1.62	3140	40	38½	Sp	Sp	No
Clark.....B-373	Trucks		550	F F	SB	2315	2315			6.37	5.67	6.86			4.25		1.44		1.62	1.62	3140	43¾	38	Sp	Sp	No
Clark.....B-374	Trucks		550	F F	SB	2315	2315			6.37	5.67	6.86			4.25		1.44		1.62	1.62	3140	41	38	Sp	Sp	No
Clark.....B-610	Trucks		650	F F	SB		2315			5.66	6.375				3.80		1.68		1.75	1.75	3140	40	38½	Sp	Sp	No
Clark.....B-611	Trucks		650	F F	SB		2315			5.66	6.375				3.80		1.68		1.75	1.75	3140	41	37½	Sp	Sp	No
Clark.....B-640	Trucks			F F	SB	2512	2315			5.66	5.1	6.38			3.34		1.75		1.93	1.93	3140	41	37½	Sp	Sp	No
Clark.....B-800	Trucks		1000	F F	SB	2512	2315			6.37	7.125	5.66			3.34		1.75		2.12	2.12	3140	41	37½	Sp	Sp	No
Clark.....B-805	Trucks			F F	SB	2512	2315			7.16	6.43	5.75			3.00		2.12		2.15	2.15	3140	41	37½	Sp	Sp	No
Columbia.....17500	Cars			½F	SB	2320	2320			4.8	5.37								1 18	1.37	4.40			Sp	Sp	No
Columbia.....17000A	Cars			½F	SB	2320	2320			4.9	4.5				5.3		1.2		1.24	1.37	4.40			Sp	Sp	No
Columbia.....36000	Trucks			½F	SB	2320	2320			5.2							1.37		1.42	1.75	4.40			Sp	Sp	No
Columbia.....38000A	Cars			¾F	SB	2315	2315			5.09	5.6	4.7					1½		1.43	1.5	4140	46	36	Sp	Sp	No
Columbia.....54500	Trucks			¾F	SB	2320	2320			4.9					3.7		1.46		1.55	1.56	4.40			Sp	Sp	No
Columbia.....55000	Trucks			F F	SB	2320	2320			5.20					3.4		1.50		1.56	1.56	4.40	40½	37½	Sp	Sp	No
Eaton.....966	Trucks			F F	SB	2512	2315			6.16	5.28	4.62			3.25		1.5		1.62		Mol	38½		Sp	Sp	No
Eaton.....967	Trucks			F F	SB	2512	2315			6.16	5.28	4.62			3.25		1.5		1.62		Mol	38½		Sp	Sp	No
Eaton.....1714	Trucks			½F	SB	2512	2315			6.14	6.50	5.62			3.07		1.75		1.97	2.75	Mol	40	Var.	Sp	Sp	No
Eaton.....2114	Trucks			½F	SB	2512	2315			6.43	7.16	5.62			3.00		1.87		1.97	3.06	Mol	40	Var.	Sp	Sp	No
Eaton.....1618	Trucks			F F	SB	2512	2315			5.62	6.42	5.11			3.4		1.50		1.75		Mol	42	38	Sp	Sp	No
Eaton.....1718	Trucks			F F	SB	2512	2315			6.57	7.14	6.14			3.29		1.75		1.97		Mol	42	Var.	Sp	Sp	No
Eaton.....2512	Trucks			F F	SB	2512	2315			6.43	7.16	5.62			3.00		1.87		1.97	1.97	Mol	40	Var.	Sp	Sp	No
Eaton.....T-45	Trucks			F F	DR	2512	2315	2512	2315	2.18	2.56		8.05	9.43	3.00	4.00	1.56	3.25	1.97	1.97	Mol	42	Var.	Sp	Sp	No
Eaton.....2412	Trucks			F F	DR	2512	2315	2512	2315	2.18	1.92		8.05	7.10	3.00	4.00	1.56	3.25	1.97	1.97	Mol	40	Var.	Sp	Sp	No
Eaton Harv.....58	Trucks			F F	DR	2512	2512	2512	2315	2.23	2.64		8.4	9.94	3.13	4–51	.75	3.25	2.12	2.12	Mol	41¾	Var.	Sp	Sp	No
Eaton.....78	Trucks			F F	DR	2512	2512	2512	2315	2.75	2.06		10.45	7.85	3	4–5	1.87	4.00	2.50	2.50	Mol	44¾	Var.	Sp	Sp	No
Eaton.....80	Trucks			F F	DR	2512	2512	2512	2315	2.33	2.08		6.37	7.99	1.87	3.11	2.0	4.00	2.62	2.62	Mol	40	Var.	Sp	Sp	No
Golden State.....Lo-Bed	Trucks	9000		F F	IG					7	6	6.50	8						2	1⅞		56	50	Sp	Sp	Yes
Golden State.....Lo-Bed	Trucks	15000		¾F	IG					7½	8	8.50	9						2	2		48		TA	SpTA	Yes
Golden State.....Lo-Bed	Trucks	18000		¾F	IG														2½	2½		48		TA	SpTA	Yes
Salisbury.....S	Cars	x1000	§425	½F	SB	2315	2315			5.25					6.46		1.06		979	1.00	4140	Var.	Var.	T T.	TT	Yes
Salisbury.....O	Cars	x2000	§875	½F	SB	2315	2315			Var.	Var.	Var.			Var.		1.25		1.18	1.37	4140	Var.	Var.	Sp	Sp	No
Salisbury.....M	Cars	x2600	§1175	½F	SB	2315	2315			Var.	Var.				Var.		1.37		1.31	1.56	4140	Var.	Var.	Sp	Sp	No
Salisbary.....P	Cars	x2700	§1325	½F	Wo	3115				4.50	4.75	5.00							1.37	1.57	4140	41	41	Sp	Sp	No
Salisbury.....F cars	Cars	x3400	§1425	½F	SB	2315	2315			Var.	Var.				Var.		1.50		1.47	1.75	4140	Var.	Var.	Sp	Sp	No
Salisbury.....T	Cars	x2400	§1050	½F	SB	2315	2315			Var.	Var.				Var.		1.31		1.31	1.56	4140	Var.	Var.	Sp	Sp	No
Salisbury.....F	Trucks	x4500	§2000	½F	SB	2512	2315			Var.	Var.				Var.		1.50		1.46	2.00	4140	Var.	Var.	Sp	Sp	No
Salisbury.....30	Cars	x1800	§ 825	½F	SB	2315	2315			Var.	Var.	Var.			Var.		1.25		1.18	1.31	4140	Var.	Var.	Sp	Sp	No
Salisbury.....FH	Cars	x3600	§1500	½F	SB	2315	2315			3.78	4.23	4.58			Var.		1.50		1.47	1.75	4140	Var.	Var.	TA	Sp	No
Timken.....52200	Trucks	††	††	F F	SB	4615	4615			5.83	4.86	5.17			11.5		1.37		1.62	1.50	3240	41	38	Sp	Sp	No
Timken.....53200	Trucks	††	††	F F		4615	4615						6.60	5.66	12.25		1.50		1.62	1.50	3240		39	Sp	Sp	No
Timken.....54200	Trucks	††	††	F F	SB	4615	4615			5.83	4.86	6.80			12.62		1.69		1.75	1.62	3240	41	39	Sp	Sp	Yes
Timken.....56200	Trucks	††	††	F F	SB	4615	4615			6.17	5.29	5.71			14		2.13		1.87	1.75	3240	41	39	Sp	Sp	Yes
Timken.....58200	Trucks	††	††	F F	SB	4615	4615			6.83	5.57	6.14			16		2.6		2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken.....64800	Trucks	††	††	F F	Wo	3115				6.00	6.40	7.40							1.87	1.75	3240	41	39	Sp	Sp	Yes
Timken.....65200	Trucks	††	††	F F	Wo	3115				7.50	6.75	8.75							2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken.....65720	Trucks	††	††	F F	Wo	3115				8.50	6.80	7.75							2.25	2.00	3240	41	39	Sp	Sp	
Timken.....66720	Trucks	††	††	F F	Wo	3115				8.20	6.80	10.25							2.37	2.12	3240	41	39½	Sp	Sp	Yes
Timken.....68726	Trucks	††	††	F F	Wo	3115				10.0	11.7	8.67							2.69	2.31	3240	41½	41½	Sp	Sp	Yes
Timken.....75200	Cars	††	††	F F	DR	2512	2512	4615	4615				7.83		7.50	11.5	1.37	2.25	2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken.....75726	Trucks	††	††	F F	DR	2512	2512	4615	4615				8.15		8.75	13.50	1.75	2.50	2.25	2.00	3240	41	39	Sp	Sp	Yes
Timken.....76725	Trucks	††	††	F F	DR	2512	2512	4615	4615				8.15		8.25	13.25	1.37	3.00	2.37	2.12	3240	41	39½	Sp	Sp	Yes
Timken.....78720	Trucks	††	††	F F	DR	2512	2512	4615	4615				9.92		10.0	16.50	2.25	3.00	2.69	2.31	3240	41½	41½	Sp	Sp	Yes
Wisconsin.....1137H-W	Trucks			F F	DR	2512	2512	4615	4615	2.4			3.3		2.75	.75	1.8	2.5	2.25	2.25	3240	41	38	Sp	Sp	No
Wisconsin.....4610	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.3			5.9	7.2	3.00	4–5	1.6	2.00	1.87	2.00	3240	40	36	Sp	Sp	No
Wisconsin.....4626-L	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.3			5.9	7.2	3.00	4–5	1.6	2.00	1.87	2.00	3240	40	36	Sp	Sp	No
Wisconsin.....4916-L	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.3			6.66		2.7°	4–5	1.6	2.00	1.87		3240	41	36	Sp	Sp	No
Wisconsin.....6617-L	Trucks		Var.	F F	DR	2512	2512	4615	4615	2.3			7.8	5.9	2.7°	4–5	1.6	2.25	2.00	2.00	3240	40	38	Sp	Sp	No
Wisconsin.....6787-L	Trucks		Var.	F F	DR	2512	2512	4615	4615	2.3			7.8	5.9	2.7°	4–5	1.6	2.25	2.00	2.00	3240	41	38	Sp	Sp	No
Wisconsin.....69317-BL	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.3			7.0	7.8	2.7°	4–5	1.6	2.25	2.00	2.00	3240	41	37	Sp	Sp	No
Wisconsin.....1237H	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.4			7.3	8.6	3.00°	4–5	1.75	2.50	2.25	2.25	3240	41	36	Sp	Sp	No
Wisconsin.....1567H-W	Trucks		Var.	F F	DR	2512	2512	4615	4615	2.4			8.9	8.0	3.00°	3–4	1.75	2.75	2.50	2.50	3240	44	38	Sp	Sp	No
Wisconsin.....1627KH	T & Bu		Var.	F F	DR	2512	2512	4615	4615	2.09			7.79	6.27	2.6°	3–4	2.00	2.75	2.50	2.50	3240	41	39	Sp	Sp	No
Wisconsin.....19800	Trucks		Var.	F F	DR	2512	2512	4615	4615	2.2			9.9	8.9	2.5°	3–4	2.25	3.00	2.75	2.75	3240	44	40	Sp	Sp	No

ABBREVIATIONS:
*—Capacity at the ground
°—Others Also
§—Axle Shaft Torque
A A—Above Axle
B—Bevel
B A—Below Axle
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
C—Cars
CS—Cast Steel
D R—Double Reduction
Ext Ds—External Driveshaft
Ext Rw—External Rear Wheels
Fair—Fairfield
F F—Full Floating
½ F—Semi-Floating
¾ F—Three-quarter Floating
H B—Helical Bevel
Hyp—Hypoid
Hyd—Hydraulic Brakes

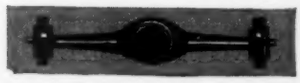
††—"Recommendations of axle sizes are made by the Timken-Detroit Axle Co. only after complete vehicle specifications have been submitted by the vehicle manufacturer."
‡—Less Brakes and Wheels.

U. S. Bus Engine Trends Number of Cylinders

(Based on Number of Models Offered)

	Per Cent Fours	Per Cent Sixes	Per Cent Eights		Per Cent Fours	Per Cent Sixes	Per Cent Eights
1927	25.0	75.0	...	1930	18.0	74.0	8.0
1928	19.0	81.0	...	1931	5.0	80.0	15.0
1929	14.0	81.0	5.0	1932	6.4	79.3	14.3

REAR AXLES



Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL: Make	DIFFERENTIAL: Type	DIFFERENTIAL: Number of Pinions	SERVICE BRAKE: Type and Location	SERVICE BRAKE: Diameter of Drum (Ins.)	SERVICE BRAKE: Lining: Width (Ins.)	SERVICE BRAKE: Lining: Thickness (Ins.)	EMERGENCY BRAKE: Type and Location	EMERGENCY BRAKE: Diameter of Drum (Ins.)	EMERGENCY BRAKE: Lining: Width (Ins.)	EMERGENCY BRAKE: Lining: Thickness (Ins.)	Location of Brake Shaft Arms	BEARINGS: First Reduction Pinion	BEARINGS: Final Reduction Pinion	BEARINGS: At Differential	BEARINGS: At Wheels	BEARINGS: On Pinion Shaft	Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
Yes	Opt	Frost	B	4	Int-Rw	15	2	1/4						Ball		Roller	Roller	Ball	Steel	8 1/16-30	57	250	Oil	Clark B364
Yes	Opt	B-L-C	B	4	Int-Rw	16	2 1/4	1/4						Ball		Roller	Roller	Ball	Steel	8 1/16-32	60 3/16	360	Oil	Clark B510
Yes	Opt	Fair	B	4	Int-Rw	16	3.5	1/4						Ball		Roller	Roller	Ball	Steel	8 11-34	61 7/8	532	Oil	Clark B721
Yes	Opt	Frost	B	2	Int-Rw	15	2	1/4						Ball		Roller	Roller	Ball	Steel	8 1/16-30	64 1/4	287	Oil	Clark B-370
Yes	Opt	Frost	B	2	Int-Rw	15	2	3/8	None	No	No	No		Roller		Roller	Roller	Roller		8 1/16-30	63 3/4	300	Oil	Clark B-373
Yes	Opt	Frost	B	2	Int-Rw	15	2	3/8	None	No	No	No		Roller		Roller	Roller	Roller		8 1/16-30	61 1/2	295	Oil	Clark B-374
Yes	Opt	B-L-C	B	4	Int-Rw	16	2 1/4	1/4						Ball		Roller	Roller	Ball	Steel	8 3/16-32	64 3/4	376	Oil	Clark B-610
Yes	Opt	B-L-C	B		Int-Rw	16	3	1/4						Roll		Roller	Roller	Roller	Steel	8 3/16-32	63 1/2	412	Oil	Clark B-611
Yes	Opt	Fair	B	4	Int-Rw	16	3 1/2	1/4						Roll		Roller	Roller	Roller	Steel	7 11-32	66 3/4	490	Oil	Clark B-640
Yes	Opt	Fair	B	4	Int-Rw	17 1/4	4	1/4						Roll		Roller	Roller	Roller	Steel	7 11-32	69 3/4	539	Oil	Clark B-800
Yes	Opt	Fair	B	4	Int-Rw	17 1/4	4	3/8	None	No	No	No		Roller		Roller	Roller	Roller	Steel	7 5/16-32	69 3/4		Oil	Clark B-805
Yes	Opt	New P	B	2	Int-Rw	12	1 3/4	3/8	None	No	No	No		Roller		Roller	Roller	Roller	1010		58	155	Oil	Columbia 17500
Yes	Opt	New P	B	2	Int-Rw	12	1 3/4	3/8	None	No	No	No		Roller		Roller	Roller	Roller	1010		61	169	Oil	Columbia 17000A
Yes	Opt	New P	B	2	Int-Rw	16	2 1/4	3/8	None	No	No	No		Roller		Roller	Roller	Roller	Ma I.		58	372	Oil	Columbia 36000
Yes	Opt	New P	B	2	Int-Rw	15	2 1/4	3/8	None	No	No	No		Roller		Roller	Roller	Roller		9 1/2-31	61	240	Oil	Columbia 38000A
Yes	Opt	B-L-C	B	4	Int-Rw	16	2 1/4	1/4	None	No	No	No		Roller		Roller	Roller	Roller	1010	9 1/4-32	58	447	Oil	Columbia 54500
Yes	Opt	B-L-C	B	4	Int-Rw	16	3	1/4	None	No	No	No		Roller		Roller	Roller	Roller	Ma I.		60	504	Oil	Columbia 55000
Yes	AA	Own	B	2	Int-Rw	14	2	3/8	None	No	No	No		Roller	None	Roller	Roller	Roller	Ma I.	9 1/2-34	60 1/4		Oil	Eaton 966
Yes	AA	Own	B	2	Int-Rw	16	2 1/2	1/4	None	No	No	No		Roller	None	Roller	Roller	Roller	Ma I.	9 1/2-34	60 1/4	406	Oil	Eaton 967
Yes	AA	Own	B	4	Int-Rw	17	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	9 3/4-34	65 1/2	619	Oil	Eaton 1714
Yes	AA	Own	B	4	Int-Rw	17	4	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	10-36	68 1/8	704	Oil	Eaton 2114
Yes	AA	B-L	B	4	Int-Rw	16	2 1/4	1/4	None	No	No	No	I F	Ball		Roller	Roller	Ball	Ma I.	9-20	66		Oil	Eaton 1618
Yes	AA	Own	B	4	Int-Rw	17 1/16	3	3/8	None	No	No	No		Ball		Roller	Roller	Ball	Ma I.	9 7/16-20	69		Oil	Eaton 1718
Yes	AA	Own	B	4	Int-Rw	17	4	1/4	None	No	No	No	I F	Ball		Roller	Roller	Ball	Ma I.	10-36	67 3/4	760	Oil	Eaton 2512
Yes	AA	Own	B	4	Int-Rw	17 1/16	3	3/8	None	No	No	No	I F	Roller	Roller	Ball	Roller	Roller	Ma I.	9 7/16-34	69		Oil	Eaton T-45
Yes	AA	Fair	B	4	Int-Rw	17	4	3/4	None	No	No	No	I F	Roller	Roller	Ball	Roller	Roller	Ma I.	10-36	67 3/4	819	Oil	Eaton 2412
Yes	Opt	Frost	B	4	Int-Rw	17	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	9 11-36	73 1/4	971	Oil	Eaton Harv 58
Yes	Opt	Frost	B	4	Int-Rw	17	6	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	8 1/16-38	77	1359	Oil	Eaton 78
Yes	Opt	Frost	B	4	Int-Rw	17	6	3/8	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	10 1/2-40	71 1/4		Oil	Eaton 80
Yes	AA	Own	S	2	Int-Rw	16	3	1/4	Ps	Opt	2	3/8	I F			Roller	Roller	Roller		8-32			Oil	Golden State Lo-Bed
Yes	AA	Own	S	2	Int-Rw	18	3 1/2	3/8	Ps	10	3	1/4								8 1/2-34		1130	Oil	Golden State Lo-Bed
Yes	AA	Own		2		20	3 1/2	3/8	Ps		3	1/4				Roller	Roller	Roller		8 1/2-34		1240	Oil	Golden State Lo-Bed
No	B.A.	Spicer	B	2	Int-Rw	8	1 1/8	1/4	None	No	No	No		Ball		Roller	Roller	B-R	Ma I.	Var.	41 1/2	‡ 60	Oil	Salisbury S
Yes	B.A.	Spicer	B	2	Int-Rw	Var.	Var		None	No	No	No		Roller		Roller	Roller	Roller	1015	Var.	Var.	‡120	Oil	Salisbury O
Yes	B.A.	Spicer	B	2	Int-Rw	Var.	Var.		None	No	No	No		Ball		Roller	Roller	Ball	1015	Var.	Var.	‡145	Oil	Salisbury M
Yes	B.A.	Timken	B	2	Int-Rw	14	1 3/4		None	No	No	No		Roller		Roller	Roller	Roller	Ma I.	Var.	58 1/2		Oil	Salisbury P
Yes	B.A.	Spicer	B	2-4	Int-Rw	Var.	Var.		None	No	No	No		Ball		Roller	Roller	Ball	1015	Var.	Var.	‡200	Oil	Salisbury F cars
Yes	B.A.	Spicer	B	2	Int-Rw	Var.	Var.		None	No	No	No		Roller		Roller	Roller	Roller	1015	Var.	140	‡140	Oil	Salisbury T
Yes	AA	Spicer	B	2-4	Int-Rw	Var.	Var.		None	No	No	No		Ball		Roller	Roller	Ball	Ma I.	Var.	230	‡230	Oil	Salisbury F
Yes	BA	Spi	B	2	Int-Rw	Var.	Var.	Var.	None	No	No	No	None	Roller		Roller	Roller	Roller	Ma I.	Var.	Var.	‡105	Oil	Salisbury FH
Yes	BA	Spi	B	4	Int-Rw	Var.	Var.	Var.	None	No	No	No	None	Roller		Roller	Roller	Roller	1015	Var.	Var.	‡240	Oil	Salisbury FH
Yes	AA	Timken	B	4	Int-Rw	16	Opt.	Opt.	None	No	No	No	Opt	Roller		Roller	Roller	Roller	Ma I.		63				Timken 52200
Yes	AA	Timken	B	4	Int-Rw	Opt.	Opt.		None	No	No	No	Opt	Roller		Roller	Roller	Roller	1010		64				Timken 53200
Yes	AA	Timken	B	4	Int-Rw	16	Opt.	Opt.	None	No	No	No	Opt	Roller		Roller	Roller	Roller	Ma I.		64 1/4				Timken 54200
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt.	Opt.	None	No	No	No	Opt	Roller		Roller	Roller	Roller	Ma I.		67 7/8				Timken 56200
Yes	AA	Timken	B	4	Int-Rw	17 1/4	4		None	No	No	No	Opt	Roller		Roller	Roller	Roller	Ma I.		69 1/2				Timken 58200
Yes	AA	Timken	B	4	Int-Rw	Opt.	Opt.		None	No	No	No	I F	Roller		Roller	Roller	Roller	Ma I.		67 7/8				Timken 64800
Yes	AA	Timken	B	4	Int-Rw	17 1/4	4		Int-Ps				I F	Roller		Roller	Roller	Roller	Ma I.		69 1/2				Timken 65200
		Timken	B	4	Int-Rw	17 1/4	Opt.		Int-Ps				I F	Roller		Roller	Roller	Roller	1010		70				Timken 65720
Yes	AA	Timken	B	4	Int-Rw	17 1/4	Opt.		Int-Ps				I F	Roller		Roller	Roller	Roller	1010		72 1/4				Timken 66720
Yes	AA	Timken	B	4	Int-Rw	21	Opt.		Int-Ps				I F	Roller		Roller	Roller	Roller	1010		72 1/4				Timken 68720
Yes	AA	Timken	B	4	Int-Rw	17 1/4	4		Int-Ps				Opt	Roller	Roller	Roller	Roller	Roller	Ma I.		69 1/2				Timken 75200
Yes	AA	Timken	B	4	Int-Rw	17 1/4	Opt.	Opt.	Int-Ps				I F	Roller	Roller	Roller	Roller	Roller	1010		70				Timken 75720
Yes	AA	Timken	B	4	Int-Rw	17 1/4	Opt.	Opt.	Int-Ps				I F	Roller	Roller	Roller	Roller	Roller	1010		72 1/4				Timken 76725
Yes	AA	Timken	B	4	Int-Rw	21	5 1/2	Opt.	Int-Ps				I F	Roller	Roller	Roller	Roller	Roller	1010		72 1/4				Timken 78720
Yes	AA	Own	B	4	Int-Rw	17 1/4	5	3/8	None	No	No	No	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	12-40	69	1235	Oil	Wisconsin 1137H-W
Yes	Opt	Own	B	4	Int-Rw	17	3	3/8	Int-Rw	12 1/4	2 1/2	3/8	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	11-36	57 1/2	525	Oil	Wisconsin 4610
Yes	Opt	Own	B	4	Int-Rw	16	3 1/2	1/4	None	No	No	No		Ball	Roller	Ball	Roller	Ball	Ma I.	11-36	61	600	Oil	Wisconsin 4626-L
Yes	Opt	Own	B	4	Int-Rw	16	3 1/2	1/4	None	No	No	No		Ball	Ball	Ball	Roller	Ball	Ma I.	11-36	66	700	Oil	Wisconsin 4916-L
Yes	AA	Own	B	4	Int-Rw	17 1/4	4	3/8	None	No	No	No		Ball	Roller	Ball	Roller	Ball	Ma I.	11-36	60	800	Oil	Wisconsin 6617-L
Yes	AA	Own	B	4	Int-Rw	17 1/4	4	3/8	None	No	No	No		Ball	Roller	Ball	Roller	Ball	Ma I.	11-36	69 1/2	875	Oil	Wisconsin 6787-L
Yes	Opt	Own	B	4	Int-Rw	17 1/4	4	3/8	None	No	No	No		Ball	Ball	Ball	Roller	Ball	Ma I.	11-36	65	850	Oil	Wisconsin 69317-BL
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	3/8	None	No	No	No		Ball	Ball	Ball	Roller	Ball	Ma I.	10-36	67 1/4	1100	Oil	Wisconsin 1237H
Yes	AA	Own	B	4	Int-Rw	17 1/4	5	3/4	None	No	No	No	I F	Ball	Roller	Ball	Roller	Ball	Ma I.		69	1250	Oil	Wisconsin 1567H-W
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	3/4	None	No	No	No		Ball	Ball	Ball	Roller	Ball	Ma I.	10-36	69	1300	Oil	Wisconsin 1627KH
Yes	AA	Own	B	4	Int-Rw	20	4 1/2	3/4	None	No	No	No	I F	Roller	Roller	Roller	Roller	Roller	Ma I.	11-42	72	1500	Oil	Wisconsin 19000

IF—Inside of Frame
IG—Internal Gear
Int Rw—Internal Rear Wheels
Int Ds—Internal Driveshaft

Ma I—Malleable Iron
Mol—Molybdenum
NiA—Nickel Alloy
New P—New Process

No. F—Non-Fluid
N-P—No Provision
OF—Outside of Frame
Opt.—Optional

Ps—Propeller Shaft
RR—Radius Rods
S—Spur
S-A—Springs and Torque Arm
S B—Spiral Bevel
Sp—Springs

Spec—Special [Arm
SpTA—Springs and Torque
T—Trucks
T A—Torque Arm

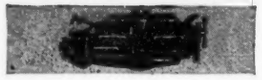
TT—Torque Tube
Var—Variable
War—Warner
Wo—Worm
X—Max. Load on Tires

American Passenger Car Engine Trends (Piston Material)

(Based on Number of Models Offered)

		— Aluminum —						— Aluminum —				
	Per Cent Cast Iron	Per Cent With Struts	Per Cent No Struts	Total Per Cent	Per Cent Semi-Steel		Per Cent Cast Iron	Per Cent With Struts	Per Cent No Struts	Total Per Cent	Per Cent Semi-Steel
1923	76.4	...	....	20.9	2.70	1928	39.60	45.8	10.8	56.6	3.80
1924	73.3	...	....	24.0	2.70	1929	21.50	48.4	25.8	74.2	4.30
1925	72.3	...	....	26.7	1.00	1930	18.61	61.7	16.65	78.35	2.94
1926	75.0	...	....	24.0	1.00	1931	15.37	53.8	25.7	79.5	5.13
1927	63.7	...	....	33.3	3.00	1932	25.00	50.0	22.0	72.0	3.00

STATISTICAL ISSUE



AMERICAN STOCK GEARSETS

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	Aluminum	Recommended Type of Lubricant
Brooklyn T	Cars, T.			Ball	Plain	Ball	4.50		3	GeT	¾	⅝	¾			⅝	Cast I	2315	2315	6–8		3.00	1.75			3.9	Eng	Ce	No	Yes	38		Oil
Brown-Lipe 51-4	T, B	Var	Clash	Roller	Roller	Roller	10.75	4.25	4	GeT							CI & Al			6–8	3, 4	°3.29	1.74	°1.00	°.78	3.83	Eng	Ce	Opt	Yes		196	Oil
Brown-Lipe 515	T	Var	Clash	Ball°	Ball	Roller	12 31	5.25	5	GeT							Cast I			6–8	4, 5	°5.96	°4.00	°1.80	1.00	7.45°	Eng	Ce	Opt	No	329		Oil
Brown-Lipe 50-3	B	Var	Clash	Ball°	Roller	Roller	8.19	4.25	3	GeT							CI & Al			6–8	3	4.01	1.76	1.00		4.93	Eng	C-S	Opt	Yes		156	Oil
Brown-Lipe 30C	Cars	Var	Clash	Roller	Roller	Ball	6.62	4.00	3	GeT							Cast I			6–8	3	3.33	1.68	1.00		4.35	Eng	Ce	Opt	Yes	112		Oil
Brown-Lipe 603	Trucks	Var	Roller	Roller	Roller	Roller	10.37	5.1	3	GeT							Cast I			5–7	2	2.25	1.00	.67	None	None	SeU	Ce	Opt	Yes	200		Oil
Brown-Lipe 60	Trucks	Var	Clash	B & R	Roller	Ball	14.25	5.1	7	GeT							Cast I			5–7	6	°9.50	°4.53	°3.38	°2.22	11.40	SeU	Ce	Opt	Yes	340		Oil
Brown-Lipe 70	Trucks	Var	Clash	Roller	Roller	Ball	14.87	6.3	7	GeT							Cast I			5–7	6	9.4	4.46	3.52	2.06	4.19	SeU	Ce	Opt	Yes	562		Oil
Brown-Lipe 314	Trucks	Var	Clash	B&R	Roller	Ball	9.06	4.75	4	GeT							Cast I			°6–8	4	6.60	3.74	1.84	1.00	7.63	Eng	Ce	Opt	Yes	218		Oil
Brown-Lipe 615	Trucks	Var	Clash	Ball	Roller	Ball	15.12	6.50	5	GeT							Cast I			°6–8	5	8.22	5.75	3.78	1.91	10.11	SeU°	Ce	Opt	Yes	452		Oil
Brown-Lipe 714	T, B	Var	Clash	B&B	Ball	Ball	12.62	6.50	4	GeT							Cast I			6°	4	5.18	2.86	1.70	1.00	5.77	Eng	St	Opt	Yes	308		Oil
Brown-Lipe 70-1SP	Trucks	Var	Clash	Roller	Roller	Ball	9.93	6.30	1	GeT							Cast I			5–7	1			None	None	1.06	Amid	Ce	Opt	No			Oil
Brown-Lipe 70-4SP	Trucks	Var	Clash	Roller	Roller	Ball	14.81	6.30	4	GeT							Cast I			5–7	4	5.96	3.24	1.96	1.00	7.10	Amid	Ce	Opt	Yes	436		Oil
Brown-Lipe 703**	Trucks		Clash	Ball	Ball	Ball	12.56	7.00	3	GeT							Cast I			5–7°	3	2.62	.74	1.00		None	Amid	Ce	Opt	Yes	355		Oil
Brown-Lipe 554	Trucks	228	Clash	B&R	Roller	Ball	10.62	5.50	4	GeT							Cast I			°6–8	4	7.28	3.51	1.89	1.00	8.28	Eng	Ce	Opt	Yes	341		Oil
Brown-Lipe 224	Trucks	Var	I-C	B&R	Roller	Roller	8.87	4.42	4	GeT							Cast I			7°	4	6.19	3.72	1.74	1.00	7.28	Eng	Ce	Opt	Yes			Oil
Brown-Lipe 320	T, B	Var	Clash	B&R	Roller	Ball	Var	4 75	Opt	GeT							Cast I			6–8	4, 5	6.66	3.72	1.82	1.00	7.70	Eng	Ce	Opt	Yes			Oil
Brown-Lipe 520	T, B	Var	Clash	B&R	Roller	Ball	Var	5.50	Opt	GeT							Cast I			6–8	4, 5	7.28	3.51	1.89	1.00		Opt	Ce	Opt	Yes			Oil
Brown-Lipe 720	T, B	Var	Clash	B&R	Ball	Ball	Var	6.50	Opt	GeT							Cast I			5–7°	4, 5	7.07	3.79	1.91	1.00		Opt	Ce	Opt	Yes			Oil
Clark B-100	Trucks	200	Clash	Ball	Roller	Roller	10.00	4.25	4	GeT	¾	⅞	⅞	⅞			Cast I	2315	2315	6–8	4	6.50	4.00	2.08	1.00	7.58	Eng	Ce	No	Yes	170		Oil
Clark B-300	Trucks	150	Clash	Ball	Roller	Roller	8.25	4.07	4	GeT	¾	⅞	⅞	⅞			Cast I	2315	5150	7–9	4	6.57	3.58	1.73	1.00	7.88	Eng	Ce	No	Yes	125		
Clark R-500	Trucks	150	I-C	Ball	Roller	Ball	9.50	4.07	5	GeT	1	⅞	⅞	⅞	1		Cast I	2315	5150°	7–9	5	7.23	4.32	2.24	1.42	5.48	Eng	Ce	No	Yes	145		Oil
Clark B-700	T, B	350	I-C	Ball	Roller	Ball	16.25	6.92	5	GeT	1½	1⅝	1¼	1¼	1½	1⅝	Cast I	2315	5150	6–8	4	°7.54	°4.43	°1.93	1.00	°9.28	Amid	Ce	No	Yes	425		Oil
Clark R-900	T, B	260	I-C	Ball	Roller	B&R	13.25	5.17	5	GeT	1⅝	1½	1⅜	1⅜	1⅜	1⅝	Cast I	2315	2315°	6–8	5	°8.13	°4.04	°2.38	°1.43	°6.62	Eng	Ce	No	Yes	225		Oil
Cotta FA	T, B, Tr		Ind.C	Ball	Roller	Ball	16.50	6.75	3	Jaw	2	2	2	2	None	2	S St	3140	3120	4–5	3	4.75	2.00	1.00	None	4.12	Amid		Opt				NoF
Cotta FAA	T, B, Tr		Ind.C	Ball	Roller	Ball	8.50	6.75	2		2	2	2	None	None	None	S St	3140	3120	4–5	2	°2.50	1.00	None	None	None	E-A	Ce	Opt	Yes			NoF
Cotta FCA	T, B, Tr		Ind.C	Ball	Roller	Ball	16.50	6.75	3		2	2	2	2	None	2	S St	3140	3120	4–5	3	°4.00	2.00	1.00	None	4.12	Amid		Opt				NoF
Cotta AU	T, B, Tr		Ind.C	Ball	Roller	Ball	12.50	4.50	4	Jaw	¾	¾	¾	¾	¾	¾	S St	3140	3120	6–8	4	5.2	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes			NoF
Cotta RU	T, B, Tr		Ind.C	Ball	Roller	Ball	14.50	4.91	4	Jaw	1	1	1	1	1	1	S St	3140	3120	5½–7½	4	5.2	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes			NoF
Cotta SU	T, B, Tr		Ind.C	Ball	Roller	Ball	16.50	5.4	4	Jaw	1¼	1¼	1¼	1¼	1¼	1¼	S St	3140	3120	5–7	4	5.2	3.68	1.86	1.00	4.66	E-A		Opt	Yes			NoF
Cotta T	T, B, Tr		Ind.C	Ball	Roller	Ball	18.50	6.0		Jaw	1½	1½	1½	1½	1½	1½	S St	3140	3120	4½–6	4	5.2	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes			NoF
Cotta TS	T, B, Tr		Ind.C	Ball	Roller	Ball	7.19	6.0	2	Jaw	1½	1½	1½	None	None	None	S St	3140	3120	4½–6	2	°2.50	1.00	None	None	None	E-A	Ce	Opt	Yes			NoF
Cotta TAU	T, B, Tr		Ind.C	Ball	Roller	Ball	14.37	6.0	3	Jaw	1½	1½	1½	1½	None	1½	S St	3140	3120	4½–6	3	5.2	3.68	1.00	None	4.66	Eng	Ce	Opt	Yes			NoF
Cotta Gear 65-S	T & B		Ind C	Ball	Ball	Ball	12.56	5.4	5	Jaw	1⅜	1½	1½	1¼	1¼	1½	S St	2340	2320	5–7	5	8.31	4.75	2.80	1.60	6.30°	Amid	Ce	No	No			NoF
Cotta Gear 12	T, Tr		Ind C	Ball	Plain	Ball	12.43	5.55	3	Jaw	1½	1½	1½	1½	None	1½		2340	2320		3	4.51	1.81	1.00	None	6.00	SeU	Ce		Yes			NoF
Cotta Gear 55-S	T, B	230		Ball	Ball	Ball	11.94	4.91	5	Jaw	⅞	1¼	1¼	1	1	1¼	S St	2340	2320	5.5	5	8.31	4.75	2.80	1.60	6.30°	E-A	Ce	No	No			Oil
Covert F4		140	Clash	Ball	Plain	Roller	7.12	4.17	4	GeT	⅞	1	1	1	⅞	⅝	Cast I	2320	2320	6–8	4	6.64	3.83	1.99	1.00	8.20	Eng	Ce	Yes	Yes	148		Oil
Covert JUC	C, T	150	Ind C	Ball	Opt	Opt	6.56	3.75	3	GeT	¾	1	1	1	None	1	Cast I	2320	2320	6–8	3	3.62	1.91	1.00	None	4.46	Eng	Ce	Yes	Yes	155		Oil
Covert W4C	T & B	200	Clash	Ball	Bronze	Roller	9.06	4.25	4	GeT	1	1	⅞	Dir	Dir	¾	Cast I	2320	2320	6–8	4	5.85	3.67	1.92	1.00	7.31	Eng	Ce	Yes	Yes	206		Oil
Covert W5B	Trucks	215	Ind C	Ball	Roller	Ball	10.56	5.00	5	GeT	¾	⅝	⅞	¾	⅝	⅝	Cast I	2320	2320	6–8	4	5.2	3.00	1.85	1.00	6.5	Eng	Ce	No	Yes			
Covert RA3	Trucks	250	Ind C	Ball	Roller	Ball	8.37	4.50	3	GeT	1	1	1	1	None	1½	Cast I	2320	2320	6–8	3	3.67	1.60	1.00	None	4.37	SeU	Ce	No	Yes	140		Oil
Covert RU3C	Trucks	250	Ind C	Ball	Roller	Ball	8.37	4.50	3	Jaw	1	1	1	1	None	1½	Cast I	2320	2320	6–8	3	3.67	1.60	1.00	None	4.37	Eng	Ce	Yes	Yes	210		Oil
Covert RAD4	Trucks	250	Ind C	Ball	Roller	Ball	11.37	4.50	4	GeT	1	1¼	1	1	1	1¼	Cast I	2320	2320	6–8	4	5.20	2.70	1.60	1.00	7.30	SeU	Opt	No	Yes	180		Oil
Covert RUS4C	Trucks	250	Ind C	Ball	Roller	Ball	11.37	4.50	4	Jaw	⅛	1¼	1	⅛	Dir	1¼	Cast I	2320	2320	6–8	4	5.20	2.70	1.60	1.00	7.30	Eng	Ce	Yes	Yes	280		Oil
Covert RU5C	T & B	325	Clash	Ball	Roller	Ball	13.00	5.50	5	GeT	°⅛	1⅜	1⅛	1	1	1⅜	Cast I	2320	2320	6–8	4	5.84	3.27	1.87	1.00	7.20	Eng	Ce	Yes	Yes			
Covert SC	Trucks	380	Clash	Ball	Roller	Ball	13.12	5.20	4	GeT	1⅛	1⅛	1¼	1⅜	1⅛	1¼	Cast I	2320	2320	5–7	4	6.08	3.64	1.95	1.00	8.11	SeU	Opt	No	Yes	245		Oil
Covert SA5	T & B	400	Clash	Ball	Roller	Ball	14.50	6.20	5	GeT	°1¼	1⅜	1⅜	1⅜	½	1⅜	Cast I	2320	2320	°6–8	4	6.14	3.30	1.84	1.00	7.70	Amid	Ce	No	Yes			
Covert TN	Tr, B & T	500	Clash	Ball	Roller	Ball	14.62	6.00	4	GeT	1¼	1½	1½	1½	1½	1¼	Cast I	2320	2320	5–7	4	5.44	2.85	1.79	1.00	6.80	SeU		No	Yes	332		Oil
Covert HRG	Trucks	380	Ind.C	Ball	Roller	Ball	7.00	5.20	1	GeT	1¾				¾	1½	Cast I	2320	2320	5–7	1	1.00				1.00	Amid	Ce	No	Yes	1.08		NoF
Covert SA-2	T, Tr	400	Clash	Ball	Roller	Ball	7.87	6.50	2	GeT	1½	1¾	¾				Cast I	2320	2320	5–7	2	2.26	1.00				Amid	Si	No	Yes	217		NoF
Detroit HW	Cars	150	Clash	Ball	Roller	Roller	4.87	2.93	3	GeT	⅞	⅞	⅞	⅞	None	⅞	Cast I	Spec	Spec	°8–10	3	3.11	°1.55	1.00	None	3.78	Eng	Ce	No	Yes	40		Oil
Detroit HR	Cars	200	Clash	Ball	Roller	Roller	5.37	3.35	3	GeT	⅝	¾	¾	⅞	None	¾	Cast I	Spec	Spec	°7–9	3	3.11	1 69	1.00	None	3.78	Eng	Ce	No	Yes	58		Oil
Detroit HK	Cars	200	Clash	Ball	Roller	Roller	5.37	3.36	3	GeT	⅝	⅞	¾	⅞		⅞	Cast I	Spec	Spec	°7–9	3	3.11	1.69	1.00		3.78	Eng	Bel	No	Yes	58		Oil
Detroit CM	Cars	200	Clash	Ball	Roller	Plain	8.44	3.28	3	GeT	⅝	1	⅞	⅞		⅞	Cast I	Spec	Spec	7°	3	2.87	1.68	1.00	None	3.76	Eng	Ce	No	Yes	75		Oil
Detroit KL	Cars	250	Clash	Ball	Roller	Roller	6.00	3.35	3	GeT	⅞	⅞	⅞	⅞	None	¾	Cast I	Spec	Spec	°7–9	3	2.84	1.69	1.00	None	3.45	Eng	Ce	No	Yes	69		Oil
Detroit R.S	Cars	250	Clash	Ball		Roller	10.04	3.79	4	GeT	⅝	¾	¾	⅞	⅞	¾	Cast I	Spec	Spec	7°	4	3.49	1.99	1.28	1.00	2.81	Eng	Ce	No	No	111		Oil
Detroit F.W	Cars	215	Clash	Ball	Roller	Roller	6.00	3.36	3	GeT	⅞	⅞	⅞	⅞	None	¾	Cast I	Spec	Spec	7°	3	2.84	1.69	1.00	None	3.45	Eng	Ce	No	No	161		Oil
Detroit SM-400	Cars	200	Ind.C	B&R	Roller	Plain	8.25	3.28	3	GeT	⅝	1	1			¾	Cast I	Spec	Spec	7	3	2.87	1.68	1.00		3.76	Eng	Ce	No	Yes	74		Oil
Detroit SM-400F	FW, Cars	250	Ind.C	Ball	Roller	Plain	8.25	3.28	3	GeT	⅝	1	1			¾	Cast I	Spec	4620	7	3	2.87	1.68	1.00		3.76	Eng	Ce	No	Yes			Oil
Fuller SU	Trucks	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I	2320	2320	6–8	3	2.00	4.00	1.00		4.5	Eng	Ce	Yes	Yes	160		Oil
Fuller DU	Trucks	Var	Clash	Ball	Roller	Roller	6.19	3.58	3	GeT	⅛	⅞	¾	⅛	None	½°	Cast I	2320	2320	6–8°	3	4.29	2.07	1.00	None	3.65	Eng	Ce	Yes	Yes	119		Oil
Fuller TU	Taxi, T	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I	2320	2320	6–8	3	2.90	1.70	1.00	None	3.50	Eng	Ce	Yes	Yes	163		Oil
Fuller GU	T & B	Var	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	⅞	⅞	½	1	Cast I	2320	2320	5–7	4	4.80	3.00	1.60	1.00	6.1	Eng°	Ce	Yes	Yes	°214		Oil
Fuller MHU	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1¼	1½	1¼	1¼	¾	1½	Cast I	2320	2320	4½–6	4	6.30	3.20	1.70	1.00	6.30	SeU°	Ce	Yes	Yes	°215		Oil
Fuller GOG2-SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	8.37	4.50	7	GeT	1	1	⅞	1	½	1	Cast I	2320	2320	5–7	3	3.0	1.8	1.0	.69	4.1°	SeU	Ce	Yes	Yes	129		Oil
Fuller HOG2-SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	7	GeT	1½	1⅛°	1⅜	1	1⅛	1⅛	Cast I	2320	2320	4½–6	3	3.2	1.6	1.0	.75	3.2°	SeU	Ce	Yes	Yes	215		Oil
Fuller 2-SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	⅛	1	No	No	No	No	Cast I	2320	2320	5–7	2	2.9	1.0	None	None	None	Eng	Ce	Yes	Yes	135		Oil
Fuller 2-SC-1.7	T & B	Var	Clash	Ball	Ball	Ball	4 66	3.84	2	GeT	⅛	⅞	½	None	None	None	Cast I	2320	2320	5–7	2	1.70	1.00	None	None	None	Eng	Ce	Yes	Yes	135		Oil
Fuller MLU	Trucks		Clash	Ball	Roller	Ball	8.94	4.08	4	GeT	⅞	2⅛	⅞	2⅝	⅛	⅞	Cast I	2320	2320	5–7	4	6.36	3.57	1.78	1.00	7.85	Eng	Ce	Yes	Yes	200		Oil
Fuller MRU	Trucks		Clash	Ball	Ball	Ball	10.50	5.10	4	GeT	1⅛	1⅝	1⅝	1⅝	½	1⅛	Cast I	2320	2320	5–7	4	6.15	3.45	1.82	1.00	7.92	Eng	Ce	Yes	Yes	°245		Oil
Fuller VU	Trucks		Clash	Ball	Ball	Ball	13.38	5.83	5	GeT	⅛	1⅛	1½	⅝	1/32	⅞	Cast I	2320	2320	5–7	5	8.07	4.79	2.87	1.76	4.73	Eng	Ce	Yes	Yes	380		Oil

ABBREVIATIONS:

**—Auxiliary Transmission
°—Others also
Alum—Aluminum
Amid—Amidships
B—Buses
B&R—Ball and Roller
Bel—Bell Housing
C—Cars
Cast I—Cast Iron
Ce—Center
CI & Al—Cast Iron and Aluminum
Con—Constant Mesh
C-S—Center or Side
Dir—Direct
E-A—Engine or Amidships
Eng—Unit with Engine
FW—Free wheeling unit attached to rear of transmission.
GeT—Gear Teeth
I-C—Individual Clutch and Clash
IndC—Individual Clutch
NoF—Non Fluid Oil
Opt—Optional
SeU—Separate Unit
Si—Side
Spec—Special
S St—Semi Steel
T—Trucks
Tr—Tractors
Var—Varies

Fuller	MKU	T	Var.	Clash	Ball	Roller	Ball	6.22	3.83	4	GeT	2 1/2	1 1/4	3/4	2 1/2		1 1/2	Cast I	2320	2320	5-7°	4	6.5	3.9	2.06	1.00	2.7	Eng	Ce	Yes	Yes			Oil
Fuller	MGU	T, B	Var	Clash	Ball	Ball	Ball	7.34	4.50	4		1 5/8	1 1/4	1 1/4	1 5/8		1 5/8	1 1/4	Cast I	2320	2320	5-7°	4	6.5	3.7	1.9	1.00	7.8	Eng	Ce	Yes	Yes			Oil
Fuller	WO-BB	Trucks	120	Clash	B&R	Roller	Roller	5.87	3.92	4	GeT	2 1/2	1 1/2	1 1/4	1 1/2		1 1/2	5/8	Cast I	2320	6150	6-8	4	6.16	3.18	1.75	1	7.25	Eng	Ce	No	Yes	102		Oil
Fuller	MGOG,2SC-1.7	Trucks	205	Clash	Ball	Ball	Ball	7.25	4.50	7	GeT	2 1/2	1 1/2	1/8	2 1/2		1	2 1/2	Cast I	2320	2320	5-7°	3	4.8	2.25	1.00	.69	6.35	SeU	Ce	Yes	Yes	190		Oil
Fuller	VUOG	Trucks		Clash	Ball	Ball	Ball	13.38	5.83	5	GeT	2 1/4	1 1/8	1 1/2	3 1/16	3 1/2	1/8	Cast I	2320	2320	5-7	4	7.07	4.20	2.04	1.00	4.14	Eng	Ce	Yes	Yes	380		Oil
Fuller	MROG2SC-2.9	T & B		Clash	Ball	Ball	Ball	10.50	5.10	7	GeT	1 1/8	1 7/8	1 3/8	1 5/32	1/2	1 1/8	Cast I	2320	2320	5-7	3	4.37	2.26	1.00	.73	5.2	SeU	Ce	Yes	Yes	245		Oil
Fuller	AT	Trucks		Ind C	Ball	Ball	Ball	15.50	6.10	3		2 1/4	2 3/4	2 1/8				Cast I	2320	2320	5-4 1/2	2	1.99	1.00	.77			SeU	SeU	No	Yes	360		Oil
Fuller	2SC-2.75	T & B		Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	2 1/2	1 1/2					Cast I	2320	2512	4 1/2-6°	2	2.75	1.00				Eng	Ce	Yes	Yes	135		Oil
Fuller	JVUOG-14	Trucks	Var	Clash	Ball	Roller	Ball	11.62	5.41	5	GeT	3/4	1/8	3/32	3/4		3/16	3/4	Cast I	2320	2320	5-7°	5	7.12	4.25	2.10	1.00	4.22	Eng	Ce	Yes	Yes	297		Oil
Fuller	JVU	Trucks	Var	Clash	Ball	Roller	Ball	11.62	5.41	5	GeT	3/4	1/8	3/32	3/4		3/16	3/4	Cast I	2320	2320	5-7°	5	8.20	4.90	2.61	1.80	4.85	Eng	Ce	Yes	Yes	297		Oil
Muncie Prod	553530	Cars		Con	Ball	Roller	B&R	10.81	3.50	3	GeT	1	5/8	1	None	None	5/16	Cast I	2515A	2515A	7°	3	3.08	1.56	1.00		3.85	Eng	Si	No	Yes	124		Oil
Muncie Prod	553580	Trucks		Clash	Ball	Roller	Roller	8.37	4.33	4	GeT	1 1/16	1 1/32	1 1/32	7/8	None	1 1/32	Cast I	2520A	2520A	6-8°	4	6.30	3.89	1.89	1.00	6.64	Eng	Ce	No	Yes	182		Oil
Muncie Prod	553250	Trucks		Clash	Ball	Roller	Ball	9.37	4.92	4	GeT	1 1/32	1 1/32	1 1/32	1 1/32	None	1 1/32	Cast I	2320A	2520A	6-8°		6.17	3 81	1.78	1.00	6.51	Eng	Ce	No	Yes	234		Oil
Muncie Prod	553280	Trucks		Clash	Ball	Roller	Roller	6.75	3.36	4	GeT	5/8	5/16	5/16	5/16	None	5/16	Cast I	Nickel	2515A	7-9°	4	6.16	3.47	1.75	1.00	6.30	Eng	Ce	No	Yes	72		Oil
Muncie Prod	553420	Cars		Con	Ball	Roller	Plain	8.69	3.25	3	GeT	5/8	5/8	3/4	None		5/8	Cast I	Nickel	5140A	8	3	2.90	1.66	1.00		3.67	Eng	Ce	No	Yes	67		Oil
Warner Gear	T69	Cars	165	Clash	Ball	Roller	Roller	6.46	3.35	3	GeT	5/8	1 1/16	1 1/16	1 1/16		1 1/16	Cast I	1045	5150	7-9	3	3.11	1.69	1.00		3.78	Eng	Ce	No	Yes	97		Oil
Warner Gear	T2C	Cars	130	Clash	Ball	Plain	Plain	5.46	3.00	3	GeT	1/2	5/8	1 1/16	1 1/16		1 1/16	5/8	Cast I	1045	5150		3	3.04	1.82	1.00		3.64	Eng	Ce	No	Yes	50		Oil
Warner Gear	T9	Trucks	135	Ind C	Ball	Ball	Roller	7.50	4.29	4	GeT	5/8	5/8	3/4	1 1/16		1 1/16	5/8	Cast I	5140	5140	7-9	4	6.40	3.09	1.69	1.00	7.82	Eng	Ce	Opt	No	120		Oil
Warner Gear	T81	Cars	165	Con	Ball	Roller	Plain	9.12	2.94	3	GeT	3/4	7/16	7/8				1 1/16	Cast I	4615	5140	8-10	3	2.86	1.65	1.00		3.44	Eng	Ce	No	Yes	90 1/2		O.I
Warner Gear	T81	Cars	200	Con	Ball	Roller	Plain	9.12	2.94	3	GeT	3/4	7/16	7/8				1 1/16	Cast I	4615	2320	8-10	3	2.86	1.65	1.00		3.44	Eng	Ce	No	Yes	90 1/2		Oil
Warner Gear	T82	Cars	250	Con	Ball	Roller	Plain	10.62	3.50	3	GeT	1	1 1/16	1 1/8			1 1/16	Cast I	4615	2320	7-9	3	2.83	1.70	1.00		3.40	Eng	Ce	No	Yes	128 1/2		Oil
Warner Gear	T83	Cars	150	Con	Ball	Roller	Roller	8.12	2.94	3	GeT	5/8	1/2	5/8			5/16	Cast I			8-10	3	2.82	1.60	1.00		3.38	Eng	Ce	No	Yes	75		Oil

AMERICAN STOCK STEERING GEARS

MAKE AND MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	OUTSIDE DIAMETER: Steering Wheel (Ins.)	OUTSIDE DIAMETER: Wheel Shaft (Ins.)	OUTSIDE DIAMETER: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear	MATERIALS: Nut or Cam	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS: Thrust: Type	Thrust: Number	Thrust: Make	Thrust: Diameter (Ins.)	Thrust: Length (Ins.)	BEARINGS: Gear Shaft: Type	Gear Shaft: Number	Gear Shaft: Make	Gear Shaft: Diameter (Ins.)	Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Gemmer 120	Cars	Var	Var	W&S	13°		3/4	1 1/2°	Opt	90	Mal		Spec	Spec		Yes	Roller	2	Own°	1 3/4	3/4	Plain	2	Own	1 1/2	1 1/2	AW	SL	Yes	14
Gemmer 140	Cars, T	Var	Var	W&S	15°		7/8	1 1/2°	Opt	90	Mal		Spec	Spec		Yes	Roller	2	Own°	1 1/2	7/8	Plain	2	Own	°1 1/4	1 1/2	AW	SL	Yes	18
Gemmer 340	Cars, T & B	Var	Var	W&R	17°		7/8	1 1/2°	Opt	20	Mal		Spec	4130		Yes	Roller	2	Own°	1 1/2	1	Plain	2	Own	1 1/4	1 1/2	AW	SL	Yes	21
Gemmer 360	C,T,B, &Tr	Var	Var	W&R	17°		1	1 3/4°	Opt	90	Mal		Spec	4130		Yes	Roller	2	Own°	2 1/4	1 1/2	Plain	2	Own	1 3/8	1 1/2	AW	SL	Yes	29
Hannum A	Cars, T	4000	1500	C&L	Var	Opt	7/8°	1 1/2	Var	80	Mal						Roller	2				Plain	2				AW	SL	Yes	28
Hannum AA	Cars, T	6000	2400	C&L	Var	Opt	1°	1 1/2	Var	80	Mal						Roller	2				Plain	2				AW	SL	Yes	25
Hannum B	C,T,B&Tr	9000	3600	N&L	Var		1	1 1/2°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	32
Hannum C	C,T,B&Tr	13000	5200	N&L	Var		1	1 3/4°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			BW°	SL	Yes	39
Hannum X	C,T,B&Tr	16000	6400	N&L	Var		1	1 1/2°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	48
Hannum Y	C,T,B&Tr	20000	8000	N&L	Var		1 1/8	1 3/4°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			BW°	SL	Yes	65
Hannum Z	C,T,B&Tr	40000	16000	N&L	Var		1 1/8	1 3/4°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	82
Ross 140	Cars	Var	Var	C&L	Var	17	7/8	1 3/8	Opt	80	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 180	Cars	Var	Var	C&L	Var	18	1	1 3/4	Opt	80	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 215	Cars	Var	Var	C&L	Var	18	1	1 3/4	Opt	80	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 220	C, T	Var	Var	C&L	Var	18	1	1 3/4	Opt	80	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 260	C,T & B	Var	Var	C&L	Var	18	1	1 3/4	Opt	70	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 300	T & B	Var	Var	C&L	Var	18	1 1/16	1 3/4	Opt	80	Mal	3120	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 320	T & B	Var	Var	C&L	Var	22	1 1/16	2 1/4	Opt	80	Mal	3120	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 360	T & B	Var	Var	C&L	Var	22	1 1/4	2 1/4	Opt	80	Mal	2512	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 540	C&T	Var	Var	Roller	Var	17	7/8	1 3/8	Opt	76	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 580	C & T	Var	Var	Roller	Var	18	1	1 3/4	Opt	72	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 615	C&T	Var	Var	Roller	Var	18	1	1 3/4	Opt	76	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 620	C & T	Var	Var	Roller	Var	18	1	1 3/4	Opt	76	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 660	C,T&B	Var	Var	Roller	Var	18	1	1 3/4	Opt	76	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 700	T & B	Var	Var	Roller	Var	18	1 1/8	1 3/4	Opt	76	Mal	1020	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 720	T & B	Var	Var	Roller	Var	22	1 1/8	2 1/4	Opt	76	Mal	3120	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Ross 760	T & B	Var	Var	Roller	Var	22	1 1/4	2 1/4	Opt	76	Mal	2512	1020		Opt	Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	SL	Yes	Var
Saginaw 31	T,B			W&S	24, 28	Opt	1 1/8	2 1/4		90	Al°	X 1314		4615	Opt	Yes		2	Tim			Plain	2		2 3/4	1 1/2	Opt		Yes	55,85
Saginaw 28	C,T,B			W&S	Var	Opt	1 1/8	1 3/4	Opt	86°	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1 3/8	1 1/2	Opt		Yes	38
Saginaw 29	C,T,B			W&S	Var	Opt	1 1/8	1 3/4	Opt	86°	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1 1/2	1 3/4	Opt		Yes	40
Saginaw 27	C,T,B			W&S	Var	Opt	1	1 3/4	Opt	86°	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1 3/8	1 1/2	Opt		Yes	36
Saginaw 26	C,T			W&S	Var	Opt	1	1 3/4	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1 1/4	1 1/4	Opt		Yes	34
Saginaw 25	C,T			W&S	Var	Opt	1	1 3/4	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1 1/4	1 1/4	Opt		Yes	24
Saginaw 24	C,T			W&S	Var	Opt	7/8	1 1/2	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain			1 1/8	1 1/4	Opt		Yes	23
Saginaw 23	C,T			W&S	14		7/8	1 1/2	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1	1 1/8	Opt		Yes	19
Saginaw 36	C,T			W&R	17, 20	Opt	1	1 5/8	Opt	75	Mal	X 1314		1335-A		Yes		2	Tim			Plain	2		1 3/8	1 1/4	Opt		Yes	38
Saginaw 22	C,T			W&S	12	Opt	3/4	1 1/2	Opt	90	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1	1 1/8	Opt		Yes	14
Wohlrab 1, 2	C.T.B&Tr	Var		S&N			18	1 1/4	Opt	70	SS					Yes						Plain					AW	RL	Yes	28-34
Wohlrab 3, 4	T.B&Tr	Var		S&N			20	1 1/4	2	Opt	70					Yes													RL	Yes	48-70
Wohlrab 5	T,B&Tr	10000		S&N			22	1 1/4	2	Opt	70	SS				Yes											AW	RL	Yes	94

ABBREVIATIONS:

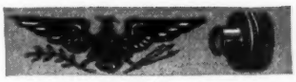
°—Others Also
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball and Plain
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
N-D—New Departure
N&L—Nut and Lever
Opt—Optional
RL—Ratchet Levers
RT—Radial and Thrust
S&N—Screw and Nut
SL—Short Levers
Spec—Special Steel
SS—Semi Steel
T—Trucks
Tim—Timken
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

AMERICAN STOCK FRONT AXLES

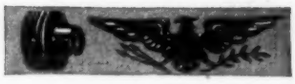
MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Deg.)	Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Size (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Clark F208	Trucks	1500	1035	I-S	2⅜	1⅞	Rev. Ell	Roller	Roller	Plain	3130	3130	9	1			R A	Ball	8½	A A	8½	30	Std	Int	15	56½	125	Clark F208
Clark F304	Trucks	2500	1035	I-S	2¾	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	7½	2			R A	Ball	8⅝	A A	9⅞	32	Std	Int	16	60¼	180	Clark F304
Clark F316	Trucks	3500	1035	I-S	2⅞	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	7½	2			R A	Ball	8⅛	A A	10¾	34	Std	Int	16	60¾	189	Clark F316
Clark F318	Trucks	3200	1040	I-S	3	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	7½	2			R A	Ball	8⅛	A A	10⅝	34	Std	Ext	16	64	195	Clark F318
Clark F212	Trucks		1040	I-S	2½	1⅞	Rev. Ell	Roller	Roller	Plain	3130	3130	9	1			R A	Ball	8¼	A A	9	30	Std	Int	15	60	130	Clark F212
Eaton 250F	Trucks		1045	I-S	2⅝	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1		Yes	R A	Ball	6⅞	A A	10¾	32	Std	Int	12	57½	139	Eaton 250F
Eaton 260F	Trucks		1045	I-S	2⅝	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	6⅞	A A	10¾	32		Shoe	14	58	170	Eaton 260F
Eaton 79F	T & B		1045	I-S	4	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	11⅜	A A	10½	38		Shoe	17	71½		Eaton 79F
Eaton 400F	T & B		1045	I-S	2⅝	2¼	Rev. Ell	Roller	Plain	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	8	A A	9⅛	34				59	128	Eaton 400F
Eaton 417F	Trucks		1045	I-S	2⅝	2⅛	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1		Yes	R A	Ball	8½	A A	9¾	32	Std	Int	15	61	310	Eaton 417F
Eaton 433F	T & B		1040	I-S	2⅞	2	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7¾	A A	10⅜	32	Std	Shoe	15⅝	59	160	Eaton 433F
Eaton 527F	T & B		1040	I-S	3	2¾	Rev. Ell	Roller	Roller	Plain	3135	3135	8	1	0	Yes	R A	A A	8⅝	A A	10⅛	34		Shoe	16	61½	180	Eaton 527F
Eaton 530F	T & B		1045	I-S	3¼	2½	Rev. Ell	Roller	Roller	Plain	Mol	3135	8	1	0	Yes	R A	Ball	7¾	A A	12⅜	36	Std	Shoe	16	61	288	Eaton 530F
Eaton 532F	T & B		1040	I-S	3	2½	Rev. Ell	Roller	Roller	Plain	3135	3135	8	1	0	Yes	R A	Ball	7⅝	A A	10⅛	34	Std	Shoe	16	61¾	246	Eaton 532F
Eaton 54F, 60F	T & B		1040	I-S	3¼	2¾	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7⅛	A A	12¼	36	Std	Shoe	16	64½	420	Eaton 54F, 60F
Eaton 59F	T & B		1040	I-S	3¾	2¾	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1			R A	Ball	12¼	A A	10⅝	36	Std	Int	17	71		Eaton 59F
Eaton 74F	T & B		1040	I-S	3¾	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	9¼	A A	12⅛	36	Std	Shoe	16	69½	440	Eaton 74F
Eaton 75F	T & B		1040	I-S	3¾	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	9¼	A A	12⅛	40	Std	Shoe	17	70¼	574	Eaton 75F
Eaton 80F	T & B		1040	I-S	4	3¼	Rev. Ell	Roller	Plain	Plain	Mol	Mol	8	1			R A	Ball	13⅛	A A	12⅝	40	Std	Int	17¼	76		Eaton 80F
Salisbury S	Cars	x750	1040	I-S	1¼	1	Rev. Ell	Roller	Plain	Plain	4140	4140	0	2¾	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	8	39⅞	$18	Salisbury S
Salisbury O	Cars	x1600	1040	I-S	2⅛	1½	Rev. Ell	Roller	B-P	Plain	4140	4140	7	1½	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	Var.	Var.	$65	Salisbury O
Salisbury M	Cars	x1800	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	B-P	Plain	4140	4140	7	1½	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	Var.	Var.	$70	Salisbury M
Salisbury L	Cars	x1950	1040	I-S	2⅛	1¾	Rev. Ell	Roller	B-P	Plain	4140	4140	7	1½	1	Yes	R A			A A	Var.	Var.	Std	Int	Var.	Var.	$75	Salisbury L
Salisbury P		x1900	1040	I-S	2⅜	1⅝	Rev. Ell	Roller	Ball	Plain	4140	4140	7	1½	1	Yes	R A	Ball		U A	Var.	Var.	Std	Int	14	57½	$80	Salisbury P
Salisbury F	C & T	x2000	1040	I-S	2¼	1⅝	Rev. Ell	Roller	B-P	Plain	4140	4140	7	1½	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	Var.	Var.	$80	Salisbury F
Salisbury F1	Cars	x2300	1040	I-S	2½	1¾		Roller	B-P	Plain	4140	4140	7	1½	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	Var.	Var.	$90	Salisbury F1
Salisbury U	Cars	x2800	1040	I-S	2½	2	Rev. Ell	Roller	Ball	Plain	4140	4140	7	1½	1	Yes	R A	Ball		A A	Var.	Var.	Std	Int	Var.	59	95	Salisbury U
Shuler 310, 5400, 5405	Trucks		1035	I-S	2¾°	2°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	8¾°	34	No			58	140	Shuler 310, 5400, 5405
Shuler 350, 5410	Trucks		1035	I-S	2¾°	2°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	8¾°	34	No			58	145	Shuler 350, 5410
Shuler 510, 5510, 10B, 20B	Trucks		1035	I-S	3⅜°	2¼°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	8¾°	34	No			58	195	Shuler 510, 5510, 10B, 20B
Shuler 550, 5550, 50B, 60B	Trucks		1035	I-S	3⅜°	2¼°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	8¾°	34	No			58	212	Shuler 550, 5550, 50B, 60B
Shuler 610, 610B, 615	Trucks		1035	I-S	3½°	2⅜°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7½°	36	No			62	260	Shuler 610, 610B, 615
Shuler 650, 650B, 655	Trucks		1035	I-S	3½°	2⅜°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7½°	36	No			62	307	Shuler 650, 650B, 655
Shuler 710, 710B, 715	Trucks		1035	I-S	3½°	2⅜°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7½°	36	No			62	325	Shuler 710, 710B, 715
Shuler 5429	Trucks		1035	I-S	2¾	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	9¼	34	Std	Int.H	16	61	240	Shuler 5429
Shuler 5532, 32B, 5542B	Trucks		1035	I-S	3⅜	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7¾°	34	Std	Int.H	16	62	360	Shuler 5532, 32B, 5542B
Shuler 5572, 72B, 82B, 92, 92B	Trucks		1035	I-S	3⅜	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7¾°	34	Std	Int.H	16	62	375	Shuler 5572, 72B, 82B, 92, 92B
Shuler 5573, 73B, 5583B	Trucks		1035	I-S	3⅜	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	7¾°	34	Std	I A	17½	62	400	Shuler 5573, 73B, 5583B
Shuler 632, 632B, 637	Trucks		1035	I-S	3⅝	2⅜	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6½°	36	Std	Int.H	16	64½	450	Shuler 632, 632B, 637
Shuler 633, 633B, 638	Trucks		1035	I-S	3⅝	2⅜	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6½°	36	Std	I A	17½	64½	532	Shuler 633, 633B, 638
Shuler 672, 672B, 677	Trucks		1035	I-S	3⅝	2⅜	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6½°	36	Std	Int.H	16	66½	475	Shuler 672, 672B, 677
Shuler 673, 673B, 678	Trucks		1035	I-S	3⅝	2⅜	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6½°	36	Std	I A	17½	66½	550	Shuler 673, 673B, 678
Shuler 5429B	T & B	3600	1035	I-S	2¾	2	Elliott	Roller	Roller	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	8¼	32	Std	Int.H	16	61	250	Shuler 5429B
Timken 30000	Trucks	††	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8½	A A			Std	Int		60⅞		Timken 30000
Timken 30020	Trucks	††	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8½	A A			Std	Int		57⅞		Timken 30020
Timken 31000	Trucks	††	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8½	A A			Std	Int		64		Timken 31000
Timken 31020	Trucks	††	1040	I-S	2½	1⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8½	A A			Std	Int		61		Timken 31020
Timken 33000	Trucks	††	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	16	70⅛		Timken 33000
Timken 33020	Trucks	††	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	16	67⅛		Timken 33020
Timken 35000	Trucks	††	1040	I-S	3¼	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	16	71¾		Timken 35000
Timken 35020	Trucks	††	1040	I-S	3¼	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	16	68¾		Timken 35020
Timken 35100	Trucks	††	1040	I-S	3¼	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	17¼	71¾		Timken 35100
Timken 35120	Trucks	††	1040	I-S	3¼	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8⅝	A A			Std	Int	17¼	68¾		Timken 35120
Timken 26050	Trucks	††	1040	I-S	3⅞	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	9⅛	A A			Std	Int	17¼	71		Timken 26050
Timken 26450	Trucks	††	1040	I-S	3⅞	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	9⅛	A A			Std	Int	17¼	71		Timken 26450
Timken 27050	Trucks	††	1040	I-S	3⅞	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8¾	A A			Std	Int	17¼	71¾		Timken 27050
Timken 27450	Trucks	††	1040	I-S	3⅞	2⅜	Rev. Ell	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	9⅛	A A			Std	Int	17¼	71⅜		Timken 27450

ABBREVIATIONS:
*—Dimensions Optional
°—Also Others
AA—Above Axle
ASt—Alloy Steel
B—Buses
B-P—Ball or Plain
B-R—Ball or Roller.
C—Cars
E-H—External Hydraulic
Ext—External
H—Hydraulic
IA—Internal Air Operated
I-M—Internal Mechanical
Int—Internal
I-S—"I" Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
R A—Rear of Axle
Rev. Ell.—Reverse Elliott
Rnd—Round
Spec—Special
Std—Standard Equipment
T—Trucks
Tr—Tractor
Tub—Tubular
UA—Under Axle
Var—Varies
X—Max. load on tires (Lbs.)
Y&P—Yoke and Pin

††—"Recommendation of axle sizes are made by the Timken-Detroit Axle Co. only after complete vehicle specifications have been submitted by the vehicle manufacturers"
§—Less Brakes



AMERICAN STOCK CLUTCHES



MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (Ins.)	Minimum (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch				
Borg & Beck	9A1	Cars	135	SP..	Mo	3.75	8.87	6.12	2	1	Steel..	6	1100	1100	34	275	11 1/8	Opt....	L.O.P.	Splines	None..	No..	1,2,3,4,5	15
Borg & Beck	10A1	Cars	160	SP..	Mo	4.15	9.87	6.75	2	1	Steel..	6	1100	1100	27	260	12 5/8	Opt....	L.O.P.	Splines	None..	No..	1,2,3,4,5	18
Borg & Beck	10A1 Wide F	Cars	175	SP..	Mo	4.0	9.87	6.12	2	1	Steel..	9	1400	1400	30	325	12 5/8	Opt....	L.O.P.	Splines	None..	No..	1,2,3,4,5	18
Borg & Beck	11A-1	Cars, T.	Var.	SP..	Mo	4.3	11.12	6.12	2	1	Steel..	12	1740	1740	26.2	400	13 5/8	Ball T..	L.O.P.	Splines	None..	No..	1,2,3,4..	26
Borg & Beck	11Q	Cars, T.	Var.	SP..	Mo	4.4	10.87	6.75	2	1	Steel..	1	300	1590	28	350	11 1/4	Ball T..	Pins...	Splines	SCP..	No..	1,2,3,4..	23
Borg & Beck	11QL	Cars	Var.	SP..	Mo	4.4	10.87	6.75	2	1	Steel..	1	300	1590	28	350	11 1/4	Opt....	Pins...	Splines	SCP..	No..	1,2,3,4..	24 1/2
Borg & Beck	12QL	Cars, T.	Var.	SP..	Mo	4.78	11.87	7.25	2	1	Steel..	1	300	1590	23	350	12 1/4	Opt....	Pins...	Splines	SCP..	No..	1,2,3..	36 1/2
Borg & Beck	13Q	Cars, T.	260	SP..	Mo	5.03	12.87	7.25	2	1	Steel..	1	300	1590	17.8	350	13 5/8	Ball T..	Pins...	Splines	SCP..	No..	1,2,3..	41 1/4
Brown-Lipe	65	T & B, Tr	Var.	MD..	Var	3.92	9.45	6.45	13	13	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3..	Var...
Brown-Lipe	70	T & B, Tr	Var.	MD..	Var	3.92	9.45	6.45	14	14	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3..	Var...
Brown-Lipe	20	C & T	Var.	MD..	Var	3.65	8.43	6.25	3	3	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	3, 4....	Var...
Brown-Lipe	30	C & T	Var.	MD..	Var	3.65	8.43	6.25	4	4	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3, 4..	Var...
Brown-Lipe	35	C, T, B Tr	Var.	MD..	Var	3.65	8.43	6.25	5	5	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3, 4..	Var...
Brown-Lipe	51	C, T, B Tr	Var.	MD..	Var	3.65	8.43	6.25	6	6	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3....	Var...
Brown-Lipe	55	T, B, Tr	Var.	MD..	Var	3.65	8.43	6.25	7	7	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3..	Var...
Brown-Lipe	61	C, T & B	Var.	MD..	Var	3.92	9.25	6.45	10	10	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3....	Var...
Brown-Lipe	60	T, B & Tr	Var.	MD..	Var	3.65	8.43	6.25	8	8	Steel..	2	Var.	Var.	Var.	Var.	11 1/2	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3..	Var...
Brown-Lipe	10	C, T.	Var.	SP..	Var	4.15	9.87	6.75	1	1	Cast I.	1	Var.	Var.	Var.	Var.	11 1/4	Ball T..	Lugs...	Splines	ThR..	Yes.	3, 4, 5..	27 1/2
Brown-Lipe	12	C, T & B	Var.	SP..	Var	4.77	11.87	7.25	1	1	Cast I.	1	Var.	Var.	Var.	Var.	13 3/4	Ball T..	Lugs...	Splines	ThR ..	Yes.	1, 2, 3..	41
Brown-Lipe	14	T, B, Tr.	Var.	SP..	Var.	5.25	13.75	7.37	1	1	Cast I.	2	Var.	Var.	Var.	Var.	15 1/2	Ball T..	Lugs...	Splines	ThR.	Yes.	1, 2....	64
Brown-Lipe	13-2	T,B,Tr.		DP..	Var	5.09	13.00	7.37	2	2	Cast I.	1	Var.	Var.	Var.	Var.	15 1/2	Ball T..	L.&P....	Splines	Th R..	Yes.	1, 2	79 1/2
Chanson	Z-9	C,T,B,Tr	150	SP..	W-M.		8.87	6.12	2	1	Steel..	1	Var.	Var.	Var.	190		Ball T..	Brack.	Splines	Shims	No..	1,2,3,4,5	9 1/2
Chanson	Z-10	C,T,B,Tr	200	SP..	W-M.		9.87	6.12	2	1	Steel..	1	Var.	Var.	Var.	230		Ball T..	Brack.	Splines	Shims	No..	1,2,3,4,5	13
Chanson	Z-11	C,T,B,Tr	250	SP..	W-M.		10.87	6.12	2	1	Steel..	2	Var.	Var.	Var.	250		Ball T..	Brack.	Splines	Shims	No..	1,2,3,4	
Chanson	Z-12	C,T,B,Tr	350	SP..	W-M.		11.87	6.12	2	1	Steel..	2	Var.	Var.	Var.	300		Ball T..	Brack.	Splines	Shims	No..	1,2,3	
Chanson	Z-14	C,T,B,Tr.	575	SP..	W-M.		13.87	6.12	2	1	Steel..	2	Var.	Var.	Var.	375		Ball T..	Brack.	Splines	Shims	No.	1,2	
Chanson	Z-16	T,B,Tr.	725	SP..	W-M.		15.87	7.00	2	1	Steel..	3	Var.	Var.	Var.	375		Ball T..	Brack.	Splines	Shims	No.	Special	
Chanson	Z-18	T,B,Tr.	1250	SP..	W-M.		17.75	7.00	2	1	Steel..	3	Var.	Var.	Var.	400		Ball T..	Brack.	Splines	Shims	No.	Special	
Cotta Gear	8	T, Tr.	Var.	MD.	Wo	3.78	9.00	6.12	8	9	Steel..	1	700	700	20.5	700	11 1/2	Ann B..	Gear T.	Splines	ThR..	No..	Opt.....	73
Cotta Gear	4	T & Tr.	Var.	MD..	Wo	3.78	9.00	6.12	4	5	Steel..	1	700	700	20.5	700	11 1/2	Ann B..	Splines.	Splines	Sp B..	No..	.....	50
Covert	JUC	C, T & B	150	MD..	Mo	3.68	8.25	8.25	5	6	.....	3	375	Var.	Var.	Var.	11 1/2	Ann B..	Gear T.	Gear T.	Sp B..	Yes.	1, 2, 3, 4	Var...
Covert	DC-9	T & B	500	MD..	Mo	3.68	8.25	8.25	9	10	.....	3	342	Var.	Var.	Var.	11 3/4	Ann B..	Gear T.	Gear T.	Sp B..	Yes.	1, 2, 3..	Var...
Detlaff	JA	Cars	110	MD..	Wo	2.68	7.87	5.43	3	2	Steel..	3	300	300	1.9	300	10	Ann B..	Pins...	Pins...	Sp B..	Yes.	3, 4, 5..	15
Detlaff	M	Cars	200	MD..	Wo	3.71	8.37	6.50	4	4	Steel..	4	360	360	2.05	360	11 1/4	Ball T..	Gear T.	Gear T.	None..	No..	1,2,3,4,5	30
Detlaff	D & H	C, T, B & Tr.	500	MD..	Wo	3.71	8.37	6.50	9*	9*	Steel..	3	500	500	Var...	500	11 1/2	Ann B..	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3..	55
Fuller	1-SC-10	T, B & Tr.	Var.	MD..	Wo	3.50	8.16	5.87	5	4	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No..	1,2,3,4,5.	83
Fuller	1-SC-12	T, B & Tr.	Var.	MD..	Wo	3.50	8.16	5.87	6	5	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No..	1,2,3,4,5.	87
Fuller	1-SC-14	T, B & Tr.	Var.	MD..	Wo	3.50	8.16	5.87	7	6	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No..	1,2,3,4,5.	89
Fuller	1-SC-16	T, B & Tr.	Var.	MD..	Wo	3.50	8.16	5.87	8	7	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No..	1,2,3,4,5.	93
Fuller	1-SC-12-10	T, B & Tr.		MD..	Wo	4.15	9.87	6.75	6	5	Cast I.	1	725	725	1.48	725	.....	Ann B..	Gear T.	Pins...	None..	No..	1, 2, 3,..	90
Fuller	1-SC-18-8 1/2	T,B,Tr	435	MD..	Wo		8.5	6.00	9	8	Steel..	6	750	750	1.46	750	.....	Ann B..	Gear T.	Gear T.	Sp. B.	No..	1,2,3,4,5.	.....
Fuller	1-SC-16-8 1/2	T,B,Tr	350	MD..	Wo		8.5	6.00	8	7	Steel..	6	660	660	1.45	660	.....	Ann B..	Gear T.	Gear T.	Sp. B.	No..	1,2,3,4,5.	.....
Fuller	1-SC-14-8 1/2	T,B,Tr.	280	MD..	Wo		8.5	6.00	7	6	Steel..	6	600	600	1.50	600	.....	Ann B..	Gear T.	Gear T.	Sp. B.	No..	1,2,3,4,5.	.....
Hele-Shaw	5	T,B&Tr.	200	MO.	None..	None..	None..	None.	15	14	Br&St	1	250	250	.....	250	10 1/2	Ann B..	Splines.	Splines	Th R..	Yes.	.....	58
Hele-Shaw	6, 7	T,B&Tr.	300°	MO.	None..	None..	None..	None..	12°	11°	Br&St	1	400	400	.....	400	12 3/4	Ann B..	Splines.	Splines	Th R..	Yes.	.....	82°
Hele-Shaw	8, 10	T,B&Tr.	580°	MO.	None..	None..	None..	None..	16°	15°	Br&St	1	450	450	.....	450	15 1/2	Ann B..	Splines.	Splines	Th R..	Yes.	.....	150°
Hele-Shaw	150HP	T,B&Tr.	1000	MO.	None..	None..	None..	None..	14	14	Br&St	1	600	600	.....	600	21 1/2	Ann B..	Splines.	Splines	None..		.....	500
Hilliard	S-640	T, Buses	280	DP.	W-M.		11.00		2	2	Steel..		Var.	Var.	Var.	Var.	13	Ball T..	Pins...	Splines	Th R..	Yes.	4.....	39
Hilliard	S-647	T, Buses	350°	DP.	W-M.		13.25		2	2	Steel..		Var.	Var.	Var.	Var.	15 3/8	Ball T..	Gear T.	Splines	Th R..	Yes.	1, 2....	80
Hilliard	S-650	T, Buses	450°	DP	W-M.		13.75		2	2	Steel..		Var.	Var.	Var.	Var.	16	Ball T..	Pins...	Splines	Th R..	Yes.	3.....	87
Jones	29	C,T,B.	530	MD..	W-M.		8.87	5.25	2	2	Steel..	12	1500	1500	.....	500	11 1/4	Ball T..	Gear T.	Splines	Sp. B.	No..	.....	.....
Jones	31	C,T.	230	SP	W-M.		9.87	5.00	1	1	Steel..	12	Var.	Var.	.....	250	11 1/8	Ball T..	R.C.S.	Splines	Sp. B.	No..	.....	19
Jones	35	C,T.	200	SP..	W-M.		8.87	6.37	1	1		12	Var.	Var.	.....	250	11 1/8	Ball T..	R.C.S.	Splines	Sp. B.	No..	.....	17
Jones	37	C,T,B.	360	SP..	W-M.		10.87	6.37	1	1	Steel..	12	Var.			250	12 3/4	Ball T..	R.C.S.	Splines	Sp. B.	No..	.....	
Jones	30	C, T.	203	SP..	Mo.		9.87	6.37	1	1	Steel..	12	1500	1500	34	333	12	Ball T..	Cov. B.	Splines	Sp. B.	No..	3, 4, 5..	24
Jones	33A	C, T.	438	DP..	Mo.		9.87	6.37	2	2	Steel..	12	1620	1620	37	386	11 1/2	Ball T..	Gear T.	Splines	Sp. B.	No..	3, 4, 5..	33
Jones	36	C, T.	228	SP..	Mo.		10.87	7.37	1	1	Steel..	12	1500	1500	30	333	12 3/4	Ball T..	Cov. B.	Splines	Sp. B.	No.	3, 4, 5.	27
Jones	45	C, T.	271	SP..	Mo.		11.87	9.37	1	1	Steel..	12	1500	1500	44	333	13 3/8	Ball T..	Cov. B.	Splines	Sp. B.	No..	3, 4, 5.	28
Long	7-AB	Cars	75	SP.	Mo.		7.37	4.75	2	1	Steel..	6	750	750	15	180		Ann B..	R.C.S.	Splines	None..	No..	5	10
Long	8-AB	Cars	155	SP.	Mo	3.69	9.25	5.5	2	1	Steel..	9	Var.	Var.	Var.	Var.	10 1/2	B.T.	Rim..	Splines	None..	No..	5	16
Long	9-AB	C,T.	200	SP.	Mo	3.88	10.00	5.5	2	1	Steel..	12	Var.	Var.	Var.	Var.	11 3/8	B.T.	Rim...	Splines	None..	No..	5	18
Long	11-A	C,T.	240	SP..	Mo	4.38	11.00	6.5	2	1	Steel..	12	Var.	Var.	Var.	Var.	13	B.T.	Studs...	Splines	None..	No..	4	23 1/4
Long	11-AB	C,T.	240	SP..	Mo	4.25	11.00	6.00	2	1	Steel..	12	Var.	Var.	Var.	Var.	12 5/8	B.T.	Rim...	Splines	None..	No..	4	28
Long	28-A	C,T & B	225	MD..	Mo	3.63	8.75	5.75	3	2	Steel..	12	Var.	Var.	Var.	Var.	10 3/4	B.T.	Studs...	Splines	None..	No..	5	27
Long	29-A	C,T & B	300	MD..	Wo	4.00	9.75	6.25	3	2	Steel..	12	Var.	Var.	Var.	Var.	11 3/4	B.T.	Studs...	Splines	None..	No..	5	32
Long	31-AD	T,B,Tr.	300	MD..	Wo	4.38	11.00	6.5	3	2	Steel..	12	Var.	Var.	Var.	Var.	13	B.T.	Studs	Splines	None..	No..	4	39
Long	34-BD	T,B,Tr.	700	MD..	Wo	5.25	13.75	7.25	3	2	Steel..	18	Var.	Var.	Var.	Var.	16	B.T.	Studs	Splines	None.	No..	2	85
Merchant & Evans	8US	Cars	1500	SP..	Wo	3.31	7.87	5.37	2	1	Cast I.	6	1200	1200	46.0	185	9 1/4	Ball T..	Pins...	Splines.	Step R	No..	1, 6	14
Merchant & Evans	12US	C, T & B	2500	SP..	Wo	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13 3/4	Ball T..	Pins...	Splines.	Step R	No..	1, 2, 3, 4.	22
Merchant & Evans	12UD	C, T & B	3500	MD..	Wo	4 87	11.18	7.18	3	2	Cast I.	6	1200	1200	21.0	150	13 3/4	Ball T..	Pins...	Splines.	Step R	No..	1, 2, 3, 4.	24
Merchant & Evans	10US	C, T & Tr.	2000	SP..	Wo	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11 1/4	Ball T..	Pins...	Splines.	Step R	No..	1, 2, 3, 4.	18
Rockford	9C-1	C,T,B&Tr.	150	SP..	Mo.	3.71	8 87	6.00	2	1	Al St..	6	930	930	26.7	204	10 1/8	Ball T..	Pins...	Splines.	SCP..	No..	2,3,4,5.	.....
Rockford	10II, 10II-1	C,T,B&Tr.	150	SP..	Mo.	4.18	9.87	6.87	2	1	Al St..	6	1020	1020	29.9	215	11 1/8	Ball T..	Pins...	Splines.	SCP..	No..	2,3,4,5.	.....
Rockford	9II, 9II-1	C,T,B&Tr.	100	SP..	Mo.	3.71	8.87	6.00	2	1	Al St..	6	930	930	26.7	204	10 1/8	Ball T..	Pins...	Splines.	SCP..	No..	2,3,4,5.	.....
Rockford	9RR	Cars, T.	125	SP..	Mo.	3.71	8.87	6.00	1	1	Al St..	6	930	930	25.0	204	10 1/8	Ball T..	Studs..	Splines.	SCL..	No..	2,3,4,5..	.....
Rockford	11-II	C,T&Tr.	250	SP..	Mo.	4.44	10.87	8.62	1	1	Al St..	9	1620	1620	28.0	250	12 1/8	Ball T..	Studs..	Splines.	SCL..	No..	2,3,4.....	.....
Rockford	12-II	C,T&Tr.	280	SP..	Mo.	4.69	11.87	7.87	1	1	Al St..	9	1620	1620	28.0	250	13 1/8	Ball T..	Studs..	Splines.	SCL..	No..	2,3,4.....	.....
Rockford	RR-10	C, T.	150	SP..	Mo.		9.87	6.87	1	1	Al St..	6	1020	1020	29.9	215	11 1/8	Ball T..	Studs..	Splines.	SCL..	No ..	2,3,4,5..	.....
Rockford	LL-9	C, T.	150	SP..	Mo.		8.87	7.62	1	1	Al St..	6	930	930	26.7	204	10 3/4	Ball T..	Studs..	Splines.	Cam..	No..	2,3,4,5..	.....
Rockford	LL-10	C, T.	150	SP..	Mo.		9.87	6.87	1	1	Al St..	6	1020	1020	29.9	215	11 3/4	Ball T..	Studs..	Splines.	SCL..	No..	2,3,4,5..	.....
Rockford	10-TT	C,T,B,Tr	150	SP..	Mo.		9.87	6.87	1	1	Al St..	9	1020	1020	29.9	215	11 1/8	Ball T..	L.O.P.	Splines	SCL..	No..	2,3,4,5..	.....
Rockford	11-TT	T,B,Tr,C	250	SP..	Mo.		10.87	8.62	1	1	Al St..	9	1620	1620	28.0	250	12 1/8	Ball T..	L.O.P.	Splines	SCL..	No..	2,3,4.....	.....
Rockford	15Q	T,B,Tr.	830	SP..	Mo.		15.00	8.00	1	1	Al St..	9	2835	2835	124.0	685	17 1/4	B-A....	Studs..	Splines	SSP..	No..	3,2,1....	.....

ABBREVIATIONS:

°—Others also
*—Varies According to Load
Al St—Alloy Steel
Ann B—Annular Ball
B—Buses
Ball T—Ball Thrust
B-A—Ball Thrust and Annular Ball
Brack—Brackets
Br & St—Bronze and Steel
C—Cars
Cast I—Cast Iron
Cov. B—Cover Bolts
DP—Double Plate
Gear T—Gear Teeth
L&P—Lugs and Pins
Lea—Leather
L.O.P.—Lugs on Pressure Plate
MD—Multiple Dry Disc
MO—Multiple Disk in Oil
Mo—Molded Composition
Opt—Optional
R.C.S—Retaining Cap Screws
SCL—Screws in Clutch Levers
SCP—Screws on Cover Plate
Self A—Self Adjusting
SP—Single Plate
Sp B—Spring Bolts
SSP—Screws in Studs in Pressure Plates
Step R—Stepped Ring
T—Trucks
Tr—Tractors
Th R—Threaded Ring
Var—Varies
W-M—Woven Fabric and Molded
Wo—Woven Fabric

AIRPLANES OF

PLANE, MAKE AND MODEL	ATC Number or Other Government Approval	Type	Specially Designed or Equipped for	Price $	Total Seating Capacity	Cu. Ft. Capacity of Cargo Compartment	Overall Dimensions: Length (Ft. Ins.)	Overall Dimensions: Height (Ft. Ins.)	Overall Dimensions: Width (Ft. Ins.)	Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights: Empty (Lbs.)	Weights: Full Load (Lbs.)	Weights: Actual Pay Load (Lbs.)	Weights: Pay Load Per Engine Hp. (Lbs.)	Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
AMERICAN																					
Aeromarine...AKL-25-A	121	OLM..	C-T,Sp..	2250	2	6	24–6	7–0	40–2	D...	194.5	815	1325	239	6.0	1-Salmson.....AD9	A-R..	40	2000	2000	PS.....
Aeromarine...AKL-26-A	204	OLM..	C-T,Sp..	2500	2	6	23–6	7–0	40–2	D...	194.5	1025	1590	206	2.9	1-LeBlond....5-DE	A-R..	70	1950	1950	PS.....
Aeromarine...AKL-26-B	334	OLM..	C-T,Sp..	3300	2	6	23–0	7–0	40–2	D...	194.5	1016	1590	215	2.5	1-LeBlond....5-DF	A-R..	85	2125	2125	PS.....
Air-istocrat.....SP-7	.....	Own..	C-T,Sp..	3450	2	.....	20–6	7–1	.....	D...	127.0	870	.....	200	2.0	1-Kinner.....K5	A-R..	100	1875	1875	PS.....
Air-istocrat.....SR-4	.....	Own..	Sp,Ma..	8450	1	.....	20–9	6–7	.....	D...	81.0	870	.....	200	2.0	1-Warner...Scarab	A-R..	110	1850	1850	HM....
Air-istocrat.....SR-5	.....	Own..	Sp,Ma..	8450	1	.....	21–5	6–8	.....	D...	89.0	760	.....	200	2.0	1-Cirrus...Mark III	A-L..	95	1900	1900	PS.....
American Eagle....129	124	OLB..	C-T....	3795	3	5	25–1	8–4	30–0	R...	300	1220	2020	340	3.4	1-Kinner.....K5	Air..	100	1810	1810	PS.....
American Eaglet...B-32	450	OLM..	C-T....	1575	2	.....	21–7¼	8–0	34–4	R...	164.4	509	922	170	3.8	1-Szekely...SR-3-0	Air..	45	1750	1750	PS.....
American Savoia...S-56	287	OAB..	C-T,Sp..	5500	2	.....	25–2	10–1	34–1	D...	262	1447	2150	365	21.5	1-Kinner.....K5	Air..	100	1850	1850	CA.....
American Savoia...S-31	336	OAB..	.....	6200	3	.....	25–2	10–1	34–1	D...	262	1492	2218	388	17.7	1-Kinner.....B5	Rad..	125	1900	1900	CA.....
Bellanca Skyrocket.....	319	CLM..	Tr.....	17950	6	.....	27–10	8–4	46–4	D...	273	2625	4600	1025	2.57	1-P & W.....Wasp	A-R..	400	2000	2000	Ecl.EM.
Bellanca Skyrocket DeL.	319	CLM..	Tr.....	.....	6	.....	27–10	8–4	46–4	D...	273	2800	4600	850	1.45	1-P & W...Wasp SC	A-R..	450	2100	2100	Ecl.EM.
Bellanca Pacemaker.....	129	CLM..	Tr.....	15150	6	.....	27–11	8–2	46–4	D...	273	2363	4300	1050	3.5	1-Wright.....R975	A-R..	300	2000	2000	Ecl.EM.
Bellanca Pace. Wasp, Jr.	328	CLM..	Tr.....	15550	6	.....	27–10	8–2	46–4	D...	273	2465	4300	933	3.11	1-P & W...Wasp Jr.	A-R..	300	2000	2000	Ecl.EM.
Bellanca Airbus.....	360	CLM..	Tr.....	38500	12	35	40–8	11–6	65–0	D...	650	5490	9590	2572	4.25	1-Curtiss. Conqueror	L-V..	600	2450	1225	Ecl.EM.
Bellanca Airbus.....	391	CLM..	Tr.....	32900	12	53'	42–8	11–3	65–0	D...	650	5155	9590	2945	5.17	1-Wright..Cyclone°	A-R..	575	1900	1900	Ecl.EM.
Bellanca Airbus.....	391	CLM..	Tr.....	33300	15	18	42–8	11–3	65–0	D...	650	5220	9590	2945	5.17	1-P & W...Hornet°	A-R..	575	1900	1900	Ecl.EM.
B/J.....YIP-16	.....	OLB..	Mi.....	.....	2	.....	28–2	9–2½	34–0	D...	250	2889	4082	.....	.....	1-Curtiss. Conqueror	L-V..	680	2400	2400	In.....
B/J.....XFJ-2	.....	OLB..	Mi.....	.....	1	.....	20–10	7–9	28–0	D...	178	2069	2814	.....	.....	1-P & W..R-1340-D	A-R..	500	2200	2200	In.....
Boeing.....40-B4	183	CLB..	Ma,Tr..	.....	5	28	33–4	11–8½	44–4	D...	545	3822	6510	1421	2.71	1-P & W.....Hornet	A-R..	525	1900	1900	Ecl. In..
Boeing.....100-D	133	OLB..	Mi.....	.....	1	.....	20–	9–	30–0	D...	227.5	1948	2636	.....	.....	1-P & W.....Wasp	A-R..	500	2200	2200	Ecl. In..
Boeing.....204	157	CFB..	Tr.....	.....	6	20	32–6	12–0	39–8	D...	470	3358	5000	913	2.17	1-P & W.....Wasp	A-R..	420	1900	1900	Ecl. In..
Boeing.....100-E	.....	OLB..	Mi.....	.....	1	.....	20–4¾	9–1⅝	30–0	D...	227.5	1981	2674	.....	.....	1-P & W.....Wasp	A-R..	500	2200	2200	Ecl. In..
Burdette.....S-30	Apl....	.....	C-T....	1545	2	.....	19–0	7–6	35–0	D...	160	556	975	.....	.....	1-Szekely....SR-30	Air..	45	1750	1750	PS.....
Cavalier.....E	321	CLM..	C-T....	3310	2	6	20–1	6–8	31–6	...	142	919	1425	185	2	1-Lambert....R-266	Air..	90	2375	2375	PS.....
Consolidated...Fleetster	.....	L....	Tr.....	.....	9	60	33–8	10–2	50–0	R...	361	3600	6500	2000	.....	1-P & W...Hornet°	Air..	600	1950	1950	In.....
Curtiss...Condor Trans.	193	CL...	Tr.....	.....	21	822	55–9	18–0	91–9	R...	1512	11674	17900	3800	3.17	2-Curtiss. Conqueror	L-V..	1200	2450	1225	Ecl.EM.
Curtiss...Cyclone Falcon	NC 7455	OLB..	Ma.....	.....	1	18	27–7	10–3	38–0	R...	351	2939	3949	270	.....	1-Wright..Cyclone	A-R..	375	1900	1900	Ecl.EM.
Curtiss....Falcon O-1G	USA...	OLB..	Mo.....	.....	2	.....	27–7	10–3	38–0	R...	348	3092	4426	.....	.....	1-Curtiss.....D-12	L-V..	435	2300	2300	Ecl.EM.
Curtiss....Falcon O-39	USA...	OLB..	Mo.....	.....	2	.....	27–7	10–3	38–0	R...	348	3328	4679	.....	.....	1-Curtiss. Conqueror	L-V..	600	2400	2400	Ecl.EM.
Curtiss.....Hawk P-6	USA...	OLB..	Mi.....	.....	1	.....	23–1	8–9	31–6	R...	252	2430	3154	.....	.....	1-Curtiss. Conqueror	L-V..	600	2400	2400	Ecl. In..
Curtiss....Hawk YP-20	USA...	OLB..	Mi.....	.....	1	.....	23–0	9–3	31–6	R...	252	2523	3231	.....	.....	1-Wright..Cyclone	A-R..	575	1900	1900	Ecl. In..
Curtiss Helldriver O2-C1	USN....	OLB..	Mo.....	.....	2	.....	26–0	10–2	32–0	R...	308	2602	4100	.....	.....	1-P & W.....Wasp	A-R..	450	2300	2300	Ecl.EM.
Curtiss-Wright, Jr..CW1	397	OLM..	.....	1595	2	.....	21–3	7–4	39–6	R...	176	570	975	172	3.8	1-Szekely....SR3-0	A-R..	45	1825	1825	.....
Curtiss-Wright.....12Q	401	OLB..	C-T....	3500	2	2	21–5	8–10	28–10	R...	206	1071	1725	268	2.87	1-Gypsy.....L-320	A-L..	90	2100	2100	.....
Curtiss-Wright.....12W	407	OLB..	C-T....	.....	2	2	20–10	8–10	28–10	R...	206	1186	1800	216	1.96	1-Warner....Scarab	A-R..	110	1950	1950	Ecl.EM.
Curtiss-Wright.....16W	429	OLB..	.....	.....	3	2.5	20–10	8–10	28–10	R...	206	1177	1950	375	3.41	1-Warner....Scarab	A-R..	110	1950	1950	Ecl.EM.
Curtiss-Wright.....16K	411	OLB..	.....	.....	3	2.5	20–7	8–10	28–10	R...	206	1176	1950	376	3.01	1-Kinner.....B-5	A-R..	125	2000	2000	Ecl.EM.
Curtiss-Wright.....14D	442	OLB..	.....	10895	3	9	23–6½	9–1½	31–0	R...	247	1734	2750	448	1.87	1-Wright.....	A-R..	240	2100	2100	Ecl.EM.
Curtiss-Wright.....15C	426	CLM..	.....	.....	.....	6	30–5	9–7	43–5	R...	280	2083	3281	630	3.4	1-Curtiss Challenger	A-R..	185	2000	2000	Ecl.EM.
Curtiss-Wright.....15N	425	CLM..	.....	.....	4	6	30–5	9–7	43–5	R...	283	2081	3279	630	3.00	1-Kinner.....C-5	A-R..	210	1900	1900	Ecl.EM.
Curtiss-Wright.....15D	444	CLM..	.....	.....	4	6	30–5	9–7	43–5	R...	283	2121	3319	630	2.63	1-Wright.....	A-R..	240	2000	2000	Ecl.EM.
Curtiss-Wright.....6B	352	CLM..	.....	12435	6	30	31–5¼	9–3	48–6½	R...	282	2707	4420	950	3.16	1-Wright.....	A-R..	300	2000	2000	Ecl.EM.
Davis.....D1-85	317	OLM..	C-T....	2795	2	.....	22–6	7–0	30–2	R...	145	854	1380	217	.....	1-LeBlond.....85	A-R..	85	2125	2125	HM....
Davis.....D1-K	272	OLM..	C-T....	2995	2	.....	20–4	7–0	30–2	R...	145	925	1461	197	.....	1-Kinner.....K-5	A-R..	100	1950	1950	HM....
Detroit..Lockheed Altair	.....	OLM..	Ma.....	.....	2	62	27–6	9–0	42–10	R...	275	3200	5200	Var.	.....	1-P & W...Wasp C	A-R..	420	2000	2000	EM.....
Detroit.....DL-1	308	CLM..	Tr.....	.....	7	12	27–6	8–2	41–0	R...	275	2595	4750	Var.	3.54	1-P & W...Wasp C	A-R..	420	2000	2000	EM.....
Detroit.....Orion	421	CLM..	Tr.....	.....	7	20	27–6	9–0	42–10	R...	275	3250	5200	Var.	3.11	1-P & W...Wasp C	A-R..	420	2000	2000	EM.....
Detroit.....Std.Vega	384	CLM..	Tr.....	.....	7	12	27–6	8–2	41–0	R...	275	2595	4750	Var.	3 45	1-P & W...Wasp C	A-R..	420	2000	2000	EM.....
Detroit.....DL1-B	308	CLM..	Tr.....	.....	7	12	27–6	8–2	41–0	R...	275	2697	2750	Var.	3.31	1-P & W...Wasp C	A-R..	420	2000	2000	EM.....
Detroit.....Ryan B-5	142	CLM..	Tr.....	.....	6	20	28–3	9–10	42–4	D...	272	2251	4000	923	3.08	1-Wright. Whirlwind	A-R..	300	2000	2000	In.....
Detroit....Eastman E-2	288	OS....	Sp.....	.....	4	.....	26–3	8–9	36–0	D...	243	1745	2725	Var.	.....	1-Curtiss Challenger	A-R..	185	2000	2000	CA.....
Driggs.....Skylark 3-75	303	OLB..	.....	2775	2	.....	22–6	8–3	28–3	D...	185	878	1378	.....	.....	1-Rover.....75	A-L..	75	1975	1975	HM....
Fairchild....."22" C-7	408	OLM..	C-T....	2675	2	.....	22–0	8–0	32–10	R...	170	870	1400	198	.....	1-Rover.....	A-L..	75	1975	1975	PS.....
Fairchild....."22" C-7A	438	OLM..	C-T....	2775	2	.....	21–8	8–0	32–10	R...	170	926	1500	238	.....	1-Cirrus.....	A-L..	95	2100	2100	PS.....
Ford.....4-AT-F	441	CLM..	Tr.....	.....	11	30	49–10	11–9	74–0	R...	765	6700	11000	2394	2.66	3-Wright.....J-6	A-R..	900	1700	1700	.....
Ford.....5-D	409	CLM..	Tr.....	.....	14	30	50–3	12–8	77–10	R...	835	7480	13500	3403	2.70	3-P & W.....Wasp	A-R..	1260	1700	1700	.....
Ford.....5-D-S	296	CSM..	Tr.....	.....	13	30	51–4	14–6	77–10	R...	835	9100	13500	2143	1.78	3-P & W.....Wasp	A-R..	1260	1700	1700	EM.....
Ford.....6-ATS	173	CSM..	Tr.....	.....	12	30	50–6	14–1	77–10	R...	835	8250	12500	2344	2.49	3-Wright.....J-6	A-R..	900	1700	1700	.....
Ford.....7-AT	246	CLM..	Tr.....	.....	13	30	50–3	12–0	77–10	R...	835	7250	12910	3380	3.31	3-P & W.....Wasp	A-R..	1020	1700	1700	.....
Ford.....8-A	.....	CLM..	Fr.....	.....	.....	552	53–6	12–10	77–10	R...	835	6195	11000	3596	5.52	3-Hispano....Suiza	.....	650	.....	.....	.....
Great Lakes.....2T-1A	228	OLB..	C-T....	2985	2	.....	20–4	8–4½	26–8	D...	187.6	1016	1580	223	2.48	1-Ace.....Cirrus	A-L..	90	2100	2100	PS.....
Great Lakes.....2T-1E	354	OLB..	C-T....	3155	2	.....	20–4	8–4½	26–8	D...	187.6	1016	1580	215	2.27	1-Ace.....Ensign	A-L..	95	2100	2100	PS.....
Heath.....LNB-4	C-A....	OLM..	C-T....	1074	1	1½	17–3	6–2	31–3	D...	135	430	700	.....	.....	1-Heath.....B-4	A-L..	25	2800	2800	Own HC
Heath.....LNA-40	Apl.....	OLM..	C-T....	1299	1	1½	16–11	6–2	31–3	D...	135	440	700	.....	.....	1-Continental...A40	A-H..	37	2550	2550	PS.....
Heath.....CNA-40	Apl.....	OLM..	C-T....	1274	1	1½	16–11	4–8	26–10	D...	107	440	700	.....	.....	1-Continental...A40	A-H..	37	2550	2550	PS.....
Ireland...Privateer P-2	.....	OAM..	C-T....	5800	2	None..	28–0	8–4	38–0	D...	198	1350	1950	200	1.65	1-Warner....Scarab	A-R..	110	1850	1850	Hey CA.
Irwin.....S-P-1	.....	OLB..	Sp.....	850	1	.....	13–0	5–9	20–0	D...	103	260	450	.....	.....	1-Irwin.....79	A-X..	20	1850	1850	PS.....
Irwin.....F-A-1	.....	OLB..	Sp.....	950	1	1	13–6	5–9	20–0	D...	105	265	500	75	3.8	1-Irwin.....79	A-X..	20	1850	1850	PS.....
Irwin.....44	.....	OLB..	Sp.....	1850	2	2	18–0	6–9	27–0	D...	180	400	900	300	7.5	2-Irwin.....79	A-X..	40	1900	1900	PS.....
Keystone AirYacht K-85	90-91	CAB..	Tr.....	.....	8	.....	37–2	15–9	46–6¾	D...	507	4120	6300	1020	....	1-Wright..Cyclone°	Air..	525	1900	1900	Ecl.EM.
KeystoneCommuterK-84	219	CAB..	Tr.....	.....	4	.....	32–4½	13–6	40–0	D...	467	3032	4270	1238	....	1-Wright.....J-6	Air..	300	2000	2000	Ecl.EM.

ABBREVIATIONS:

General
°—Others used
Apl—Applied for
AT—Approved Type
BAM—British Air Ministry
C-A—Certificate of Approval
Y—Yes
N—No
Var—Varies
Opt or O—Optional

Designed for
AA—Aerial Advertising
Bo—Bombing
C-T—Civilian Training
Fr—Freight
Ma—Mail
Mi—Military Pursuit
Mo—Military Observation
M-T—Military Training
Ob—Observation
P—Patrol
Pa—Passenger
Po—Photography
R—Reconnaissance
Sp—Sport
Tr—Transport

Type of Plane
A—Amphibion
B—Biplane
C—Cabin
F—Flying boat
G—Autogiro
L—Land plane
M—Monoplane
O—Open
S—Seaplane

Engine Make
A-S—Armstrong Siddeley
P & W—Pratt & Whitney

Engine Type
A-H—Air cooled horizontally opposed cyls.
A-L—Air cooled in line
A-R—Air cooled radial
L-L—Liquid cooled in line
L-V—Liquid cooled Vee type
L-W—Liquid cooled W type

Starter Make
Bri—Bristol
Ecl—Eclipse
Hey—Heywood **Huc**—Hucks
Pob—Pobjoy

Method of Starting
CA—Compressed Air
EM—Electric Motor.
G—Gas Starter
HC—Hand Crank
HM—Hand Magneto
In—Inertia
PS—Propeller Swinging

Propeller Material
A—Aluminum
C—Composition
Du—Dural
S—Steel
W—Wood
W-A—Wood or Aluminum
W-C—Wood & Composition

Battery Make
D-C—Dry Cells
Ed—Edison
Eve—Eveready
Exi—Exide
Hot—Hot Shot
Lab—Labinal
Mar—Marconi
RV—Ray Vac

THE WORLD

PERFORMANCE					EQUIPMENT															MATERIAL						
									Propeller		Electrical		Brakes				Wheels		Wings				Fuselage		PLANE, MAKE AND MODEL
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load: Gas (Gallons per Hr.)	Fuel Consumption at Cruising Speed With Full Load: Oil (Gallons per Hr.)	No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Undercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Plane Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering	
AMERICAN																									
74	60	40	2.7	.2	1	No	N	Y	Own	W	No	Y	No			K-H	20x4	L-W	L-W	L-W	W	L-W	Aeromarine AKL-25-A
93	78	42	4.75	.13	2	No	N	Y	Own	W		Y	No			Go	20x9	L-W	L-W	L-W	W	L-W	Aeromarine AKL-26-A
97	85	42	5.3	.15	2	No	N	Y	Own	W		Y	No			Go	20x9	L-W	L-W	L-W	W	L-W	Aeromarine AKL-26-B
128	100	38	7.5		3		N	Y	Std.	S		N	No	N		K-H	20x4	W	W	F	S	F	Air-istocrat SP-7
155	128	55	8.0		2		N	N	Std.	S		Y	Ben.	Y	No	Ben.	18x3	W	W	L-W	S	SA, LW	Air-istocrat SR-4
163	135	55	8.0		2		Y	N	Std.	S		Y	Ben.	Y	No	Ben.	18x3	W	W	L-W	S	SA,LW,F	Air-istocrat SR-5
105	95	35	7	.25	1	No	Y	Y	Fah.	W	Hot.	Y	No			A-P,Go.	26x4	W	W	F	S	F	American Eagle 129
90	75	30	3.5	.10	1	No	N	Y	Fah.	W	No	N	No			A-P,Go.	16x7	W	W	F	S	F	American Eaglet B-32
86	75	42	7	.25	2	No	Y	Y	Am-P.	W	Eve.	Y	No			AmW	20x4	W	W	F	W	Plyw	American Savoia S-56
101	85	34	7	.25	2	No	Y	Y	Am-P.	W	Eve.	Y	No			AmW	20x4	W	W	F	W	Plyw	American Savoia S-31
155		60	21		2	Own	Y	Y	Ha	Al	Exi	Y	Ben.	Y	No	Ben.	32x6	W	W	F	S	F	Bellanca Skyrocket
172	148	60	25		2	Own	Y	Y	Ha	Al	Exi	Y	A-P.	Y	No	A-P.	9.5x12	W	W	F	S	F	Bellanca Skyrocket DeL.
150			16		2	Own	Y	Y	Ha	Al	Exi	Y	Ben.	Y	No	Ben.	32x6	W	W	F	S	F	Bellanca Pacemaker
150			16		2	Own	Y	Y	Ha	Al	Exi	Y	Ben.	Y	No	Ben.	32x6	W	W	F	S	F	Bellanca Pace. Wasp, Jr.
147	126	58	33		2	Own	Y	Y	Ha	Al	Exi	Y	Go	Y	No	Go	37x16	W	W	F	S	F	Bellanca Airbus
140	123	60	31		2	Own	Y	Y	Ha	Al	Exi	Y	Go	Y	No	Go	37x16	W	W	F	S	F	Bellanca Airbus
140	123	60	31		2	Own	Y	Y	Ha	Al	Exi	Y	Go	Y	No	Go	37x16	W	W	F	S	F	Bellanca Airbus
186	148.7	68.4	36	1.36	2		N	N	Ha	Du		Y	Ben.	Y	No	Ben.	32x6	Du-T	Du-C	F	S	F	B/J YIP-16
193		64.5	27		1		Y	N	Ha	Du		Y	Ben.	Y	No	Ben.	30x5	L-W	L-W	F	Du	Du	B/J XFJ-2
138	110	57			3	Own	Y	N	Std.	Al	Exi	Y	Ben.	Y	No	Ben.	36x8	W	W	F	S	F	Boeing 40-B4
166		59			2		N		Std.	Al		Y	Ben.	Y	No	Ben.	30x5	W	W	F	Du-T	F	Boeing 100-D
133	93	60			3			N	Std.	Al	Exi	Y						W	W	F	W	W	Boeing 204
170		60			2	Own	N		Std.	Al		Y	Ben.	Y	No	Ben.	30x5	W	W	F	Du	Du	Boeing 100-E
90	75	34	3.5		1		Y	Y	Stone	W		N	No				16x7	W	W	F	S	F	Burdette S-30
117	96	39	5	.125	2	Own	Y	Y	Sup	W		Y	Ben.	Y	No	Ben.	24x4	W	W	F	S	F	Cavalier E
185	157	59	32	.75	2		Y	N	Ha	A	Exi	Y	Ben°	Y	No	Ben-Go.	36x8	W	L-W	L-W	Du	Du	Consolidated Fleetster
145	125	55	59		3	Own	Y	Y	Own	Du	Exi	Y	Ben.	Y	No	Ben.	54x12	Du-T	S	F	Du-T,S	F	Curtiss Condor Trans.
156	125	55	29		2		N		Ha	Du	Exi	Y	Ben.	Y	No	Ben.	32x6	W	L-W	F	Du-T,S	F	Curtiss Cyclone Falcon
143	114	60	20		2		N	Y	Ha	Du	Exi	Y	Ben.	Y	No	Ben.	32x6	W	L-W	F	Du-T,S	F	Curtiss Falcon O-1G
173	138	61	26		2		N	Y	Ha	Du	Exi	Y	Ben.	Y	No	Ben.	32x6	W	L-W	F	Du-T,S	F	Curtiss Falcon O-39
181	145	59	26		2		N		Ha	Du	Exi	Y	Ben.	Y	No	Ben.	30x5	W	L-W	F	S	F	Curtiss Hawk P-6
187	149	60	28		2		N		Ha	Du	Exi	Y	Ben.	Y	No	Ben.	30x5	W	L-W	F	S	F	Curtiss Hawk YP-20
147	118	59	20		2		N	Y	Ha	Du	Exi	Y	Ben.	Y	No	Ben.	32x6	W	L-W	F	Du-T,S	F	Curtiss Helldriver O2-C1
80	70	30			1		N	Y	Fl	W		N				Go		W	W	F	S	F	Curtiss-Wright, Jr. CW1
105	88	44			1		Y	Y	Fl	W		Y	Ben.	Y		A-P.	6.50x10	W	W	F	S	F	Curtiss-Wright 12Q
120	102	45			1		Y	Y	Har.	W	Exi	Y	Ben.	Y		A-P.	6.50x10	W	W	F	S	F	Curtiss-Wright 12W
115	98	48			1		Y	Y	Har.	W	Exi	Y	Ben.	Y		A-P.	6.50x10	W	W	F	S	F	Curtiss-Wright 16W
115	98	48			1		Y	Y	Har.	W	Exi	Y	Ben.	Y		A-P.	6.50x10	W	W	F	S	F	Curtiss-Wright 16K
150	125	56			2	Own	Y	Y	Ha	A	Exi	Y	Ben.	Y		A-P.	8.50x10	W	W	F	S	F	Curtiss-Wright 14D
115	98	50			2	Own	Y	Y	Ha	A	Exi	Y	Ben.	Y		A-P.	8.50x10	W	W	F	S	F	Curtiss-Wright 15C
125	106	53			2	Own	Y	Y	Ha	A	Exi	Y	Ben.	Y		A-P.	8.50x10	W	W	F	S	F	Curtiss-Wright 15N
135	115	53			2	Own	Y	Y	Ha	A	Exi	Y	Ben.	Y		A-P.	8.59x10	W	W	F	S	F	Curtiss-Wright 15D
135	115	60			2	Own	Y	Y	Ha	A	Exi	Y	Ben.	Y		Ben,Go.	32x6	W	W	F	S	F	Curtiss-Wright 6B
120	98	38	5	.062	1		Y	Y	Fl	W		Y	A-P.	Y		A-P.	6.50x10	Du-C	L-W	F	S	F	Davis D1-85
125	108	42	6.5	.062	2		Y	Y	Fl	W		Y	A-P.	Y		A-P.	6.50x10	Du-C	L-W	F	S	F	Davis D1-K
204	171	64	23	1.25	2		Y	N	Ha	Al		Y		Y	No		9.5x12	W	W	L-W	L-W	L-W	Detroit Lockheed Altair
180	150	60	23	1.25	2		Y	N	Ha	Al		Y		Y	No		9.5x12	W	W	L-W	L-W	Alc	Detroit DL-1
204	171	64	23	1.25	2		Y	N	Ha	Al		Y		Y	No		9.5x12	W	W	L-W	L-W	L-W	Detroit Orion
180	150	60	23	1.25	2		Y	N	Ha	Al		Y		Y	No		9.5x12	W	W	L-W	L-W	L-W	Detroit Std.Vega
200	165	64	23	1.25	2		Y	N	Ha	Al		Y		Y	No		9.5x12	W	W	L-W	L-W	Alc	Detroit DL1-B
138	110	60	15.6	.42	2		Y	Y	Ha	Al		Y		Y	No		30x5	W	W	F	S	F	Detroit Ryan B-5
110	80	50	11.5	.30	1		Y	Y	Ha	Al		Y			No			W	W	F	W	Alc	Detroit Eastman E-2
105	85	40	5		1		Y	Y	Har.	W		Y				A-P.		Al	W	F	S	F	Driggs Skylark 3-75
105	85	46	5.8	.12	1		Y	Y	A-P.	W		Y	A-P.	Y	No	A-P.	6.50x10	W	W	F	S	F	Fairchild "22" C-7
118	98	47	6.5	.2	1		Y	Y	A-P.	W		Y	A-P.	Y	No	A-P.	6.50x10	W	W	F	S	F	Fairchild "22" C-7A
138	113	59						Y		Al		Y		Y	No			Du	Du	Du	Du	Du	Ford 4-AT-F
150	122	64						Y		Al		Y		Y	No			Du	Du	Du	Du	Du	Ford 5-D
135	108	64						Y		Al		Y		N	No			Du	Du	Du	Du	Du	Ford 5-D-S
120	100	61.5						Y		Al		Y		N	No			Du	Du	Du	Du	Du	Ford 6-ATS
134	110	60						Y		Al		Y		Y	No			Du	Du	Du	Du	Du	Ford 7-AT
138	110	55						Y		Al		Y		Y	No			Du	Du	Du	Du	Du	Ford 8-A
110	90	45	6.34	.25	1		Y	Y	Har.	W		Y						Al	W	F	S	F	Great Lakes 2T-1A
110	90	45	6.34	.25	1		Y	Y	Har.	W		Y						Al	W	F	S	F	Great Lakes 2T-1E
73	62	32	2	.06	2		N		Own	W-A		N	Own	Y	No	Own	16x4	W	W	F	S	F	Heath LNB-4
82	70	32	2	.12	2		N		Own	W-A		N	Own	Y	No	Own	16x4	W	W	F	S	F	Heath LNB-40
92	80	37	2	.12	1		N		Own	W-A		N	Own	Y	No	Own	16x4	W	W	F	S	F	Heath CNA-40
90	75	41	9.5	.15	1		Y		Am-P.	W	Eve.	Y	Opt	Y	No	A-P.	6.50x10	PS	W	F	W	Du	Ireland Privateer P-2
70	60	22	1.8	.08	1				Own	W						Own	20x3	W	L-W	F	W	L-W,F	Irwin S-P-1
80	70	26	1.8	.08	1				Own	W						Own	20x3	W	L-W	F	W	L-W,F	Irwin F-A-1
90	80	26	3.6	.16	2				Own	W						Own	20x3	W	L-W	F	W	L-W,F	Irwin 44
131.2	111.4	63.5	29.4		1	Own	Y	Y	Std	Al	Exi	Y	No			K-H	32x6	Du	W	F	Du,W	Du	Keystone AirYacht K-85
105	89.5	49	16		1	Own	Y	Y	Std	Al	Exi	Y	No			A-P	8.50x10	Du	W	F	Du,W	Du	KeystoneCommuter K-84

Stu—Sturgess
Var—Varta
Wil—Willard

Propeller Make

Aero—Aeromarine
Am-P—American Propeller Co.
As—Airscrew Co.
Cha—Chauviere
C-R—Curtiss Reed
Fah—Fahlin
Fl—Flottorp
F-R—Fairey-Reed
Gar—Gardner
Gno—Gnome-Rhone
Ha—Hamilton Standard
Har—Hartzell
Hei—Heine
Lev—Levassor
Mer—Merville
M-P—Metal Propellers, Ltd.
Par—Paragon
Rat—Ratier
Sch—Schwars
Std—Standard
Sto—Storey
Sup—Supreme
Wat—Watts

Brakes Make

A-F—Autofan
A-P—Aircraft Products
Aro—Aerofreino
Ben—Bendix
Dha—Dhainant
Fas—Fast
Go—Goodyear
Mar—Marelli
Mes—Messier
Pal—Palmer
Vic—Vickers

Wheels Make

AmW—American Wire Wheel
A-P—Aircraft Products
Bud—Budd
Dun—Dunlop
Elek—Elektron
Fas—Fast
Go—Goodyear Air Wheels
Han—Hanriot
Joh—Johnson
K-H—Kelsey Hayes
Mes—Messier
Pal—Palmer
P-D—Palmer, Dunlop
Rob—Robur

Structure and Covering Materials

Al—Aluminum
Alc—Alclad
Du—Dural
Du-C—Dural Channel
Du-T—Dural Tube
F—Fabric
L-W—Laminated Wood
PS—Pressed Steel Channel
S—Steel Tube
SA—Sheet Aluminum

Wings Type

D—Demountable
F—Folding
R—Rigid

Cabin Heater

Lab—Labinal
Lam—Lambert
Sch—Schneebeli

STATISTICAL ISSUE

AIRPLANES OF THE

PLANE, MAKE AND MODEL	GENERAL															ENGINE					
	ATC Number or Other Government Approval	Type	Specially Designed or Equipped for	Price $	Total Seating Capacity	Cu. Ft. Capacity of Cargo Compartment	Overall Dimensions: Length (Ft. Ins.)	Overall Dimensions: Height (Ft. Ins.)	Overall Dimensions: Width (Ft. Ins.)	Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights: Empty (Lbs.)	Weights: Full Load (Lbs.)	Weights: Actual Pay Load (Lbs.)	Weights: Pay Load Per Engine Hp. (Lbs.)	Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
AMERICAN—Cont.																					
KeystonePatricianK-78D	260	CLM..	Tr.....	.....	20	.....	61-7	13-4	86-6	D...	930	10224	16600	3590	....	3-Wright...Cyclone	Air..	1575	1900	1900	Ecl.EM..
Keystone..Military B-6A	.....	OLB..	Bo.....	.....	6	.....	48-9½	17-2	74-9	D...	1147	7884	13086	5202	....	1-Wright...Cyclone	Air..	1150	1900	1900	Ecl.EM..
Keystone..Military OL-9	.....	OAB..	Bo,Po....	.....	2	.....	34-9	12-9	45-0	D...	502	3613	5089	1476	....	1-P & W....Wasp	Air..	450	2100	2100	Ecl.EM..
Keystone..Military PK-1	.....	OFB..	Bo,P....	.....	6	.....	49-0⅜	16-9¼	72-10	R...	1166	9156	16300	7144	....	2-Wright...Cyclone	Air..	1150	1900	1900	Ecl.EM..
Kitty-Hawk.....B-4	166	OLB..	.....	.....	3	2	22-11	8-8	28-0	R...	233.4	1107	1988	477	4.77	1-Kinner.....K-5	A-R..	100	1800	1800	HM....
Kitty-Hawk.....B-8	392	OLB..	.....	4250	3	2	22-11	8-5	28-4	R...	233.4	1178	1950	368	2.94	1-Kinner.....B-5	A-R..	125	1900	1900	HM....
Laird Whirlwind LCB-200	.....	OLB..	.....	9850	3	40	23-9	9-3	.....	.....	295	1800	1050	390	....	1-Wright.....J-5	.....	220	.....	.....	In.....
Laird Whirlwind LCB-300	.....	OLB..	.....	10850	3	40	23-9	9-3	.....	.....	295	1930	1090	390	....	1-Wright.....J-6	.....	300	.....	.....	In.....
LairdSpeedwingLCR-200	.....	OLB..	.....	10500	3	38	22-9	9-3	.....	.....	202	1848	1066	390	....	1-Wright.....J-5	.....	220	.....	.....	In.....
LairdSpeedwingLCR-300	.....	OLB..	.....	11500	3	38	22-9	9-0	.....	.....	202	1922	1088	390	....	1-Wright.....J-6	.....	300	.....	.....	In.....
Laird.....LC-RW-450	.....	OLB..	.....	21000	2	38	22-8	9-6	.....	.....	216	2120	1080	220	....	1-P & W....Wasp	.....	425	.....	.....	In.....
Laird.....LC-RW-300	.....	OLB..	.....	14250	3	38	22-7	9-0	.....	.....	202	1922	1088	390	....	1-P & W...Wasp, Jr.	.....	300	.....	.....	In.....
Martin.....121	USN....	CFM..	Bo.....	.....	5	None..	61-1¾	.....	100-0	.....	.....	.....	.....	.....	....	1-Wright...Cyclone	A-R..	575	1950	.....	EM.....
Martin.....122	USN....	CFB..	Bo.....	.....	5	None..	49-0	.....	72-10	.....	.....	.....	.....	.....	....	1-Wright...Cyclone	A-R..	575	1950	.....	EM.....
Martin.....123	USN....	CFM..	Bo.....	.....	5	None..	61-9	.....	100-0	.....	.....	.....	.....	.....	....	1-Wright...Cyclone	A-R..	575	1950	.....	EM.....
Martin.....124	USN....	OBS..	Bo,T-C..	.....	3	None..	35-7½	.....	53-	.....	.....	.....	.....	.....	....	1-Wright...Cyclone	A-R..	575	1950	.....	EM.....
Martin.....125	USN....	OLB..	Bo.....	.....	2	None..	28-4⅜	.....	40-0	.....	.....	.....	.....	.....	....	1-P & W....Hornet	A-R..	575	1950	.....	EM.....
Mercury.....CHIC	235	OLM..	C-T....	.....	2	2	23-0	8-7	35-8	D...	192	1014	1600	218	2.4	1-LeBlond.....90	A-R..	90	1950	.....	PS.....
Monocoupe.....90	306	CLM..	.....	3375	2	4.5	20-10	6-11	3-0	R...	132.3	888	1519	262	....	1-Lambert....R-266	A-R..	90	2375	2375	PS.....
Monocoupe.....90-J	355	CLM..	.....	3950	2	4.5	20-11	6-11	3-0	R...	132.3	902	1511	240	....	1-Warner.....Jr.	A-R..	90	2025	2025	PS.....
Monocoupe.....110	327	CLM..	.....	4750	2	4.5	20-4	6-11	3-0	R...	132.3	1020	1620	223	....	1-Warner...Scarab	A-R..	110	1850	1850	PS.....
Monocoupe.....125	359	CLM..	.....	4500	2	4.5	20-8	6-11	3-0	R...	132.3	1007	1590	199	....	1-Kinner.....B-5	A-R..	125	1925	1925	PS.....
Nicholas-BeazleyNB-8-G	452	OLM..	C-T....	1790	2	4	20-3	7-9	37-6	F...	182.1	717	1210	182	2.27	1-A-S..Genet Mk. II	Air..	80	2310	2310	PS.....
Osprey.....Cirrus	332	CL...	Tr.....	16000	6	.....	34-6	9-3	44-0	R...	312	2850	4548	949	....	3-Cirrus.....	Air..	270	2000	2000	HC.....
Osprey.....Pirate	.....	CL...	Tr.....	17000	6	.....	34-6	9-3	44-0	R...	312	2850	4548	950	....	3-Menasco:.....	Air..	375	2000	2000	HC.....
Pilgrim.....100A	443	CL...	Tr.....	.....	10	.....	38-0	8-4	57-0	R...	458	4503	7750	2267	....	1-P & W....Hornet	Air..	575	1900	1900	In.....
Pilgrim.....71	89	CA...	Tr,Po....	.....	7	.....	32-11	9-4	50-0	F...	310	3130	5500	1427	....	1-P & W...Wasp C	Air..	420	2000	2000	In.....
Pilgrim.....51	357	CA...	Tr,Po....	.....	5	.....	30-11	9-1	44-0	F...	272	2356	4000	904	....	1-Wright.....J-6	Air..	300	2000	2000	In.....
Pitcairn.....PAA-1	433	OLG..	C-T....	.....	2	.....	18-7	11-10	37-0	R...	51.6	1178	1750	214	1.7	1-Kinner.....B-5	A-R..	125	1925	1925	Hey CA.
Pitcairn.....PCA-2	410	OLG..	C-T....	.....	3	.....	23-1	13-3½	45-0	R...	90.3	2093	3000	376	1.25	1-Wright.....R975	A-R..	300	2000	2000	Hey CA.
Pitcairn.....PCA-3	446	OLG..	C-T....	.....	3	.....	23-1	13-3½	45-0	R...	90.3	2121	3063	415	1.38	1-P & W...Wasp, Jr.	A-R..	300	2000	2000	Hey CA.
Shamrock....3-4C-165	Pending.	CLM..	Ma,Fr,Tr	.....	4	.....	28-8	8-8	42-6	D...	232	1600	2700	600	4.6	1-Continental..A-70	A-R..	165	2000	2000	Ecl. In°.
Shamrock....3-4W-165	Pending.	CLM..	Ma,Fr,Tr	.....	4	.....	28-8	8-8	42-6	D...	232	1600	2700	600	4.6	1-Wright.....R540	A-R..	165	2000	2000	Ecl. In°.
Shamrock....3-5W-240	Pending.	CLM..	Ma,Fr,Tr	.....	5	.....	28-8	8-8	42-6	D...	232	1690	2810	1120	4.6	1-Wright.....R760	A-R..	240	2000	2000	Ecl. In°.
Shamrock....3-5W-300	Pending.	CLM..	Ma,Fr,Tr	.....	5	.....	28-8	8-8	42-6	D...	232	1754	2870	1116	3.8	1-Wright.....R975	A-R..	300	2000	2000	Ecl. In°.
Shamrock....3-5W-300	Pending.	CLM..	Ma,Fr,Tr	.....	5	.....	28-8	8-8	42-6	D...	232	1756	2875	1119	3.9	1-P & W...Wasp, Jr.	A-R..	300	2000	2000	Ecl. In°.
Shamrock....3-6W-300	Pending.	CLM..	Ma,Fr,Tr	.....	6	.....	28-8	8-8	42-6	D...	232	1930	3050	1120	3.9	1-Wright.....R975	A-R..	300	2000	2000	Ecl. In°.
Shamrock...3-6PW-300	Pending.	CLM..	Ma,Fr,Tr	.....	6	.....	28-8	8-8	42-6	D...	232	1935	3055	1120	3.9	1-P & W...Wasp, Jr.	A-R..	300	2000	2000	Ecl. In°.
Sikorsky.....S-40	454	CAM..	Ma,Tr....	.....	38	250	76-0	23-0	114-0	R...	1840	23000	34000	Var.	....	4-P & W....Hornets	A-R..	2300	2000	2000	In.....
Sikorsky.....S-40	454	CFM..	Ma,Tr....	.....	47	250	76-0	23-0	114-0	R...	1840	21200	34000	Var.	....	4-P & W....Hornets	A-R..	2300	2000	2000	Ecl. In..
Sikorsky.....S-41	418	CAM..	Ma,Tr....	.....	15	.....	45-2	15-3	78-9	R...	789	8072	13800	Var.	....	2-P & W....Hornets	A-R..	1150	2000	2000	In.....
Sikorsky.....S-38	126	CAB..	Ma,Tr....	.....	10	.....	41-3	13-10	71-8	R...	762.5	6550	10480	Var.	....	2-P & W....Wasp	A-R..	840	2000	2000	In.....
Sikorsky.....S-39	375	CAM..	Tr.....	.....	5	26	31-11	11-3	52-0	R...	350	2650	4000	Var.	....	1-P & W..Wasp, Jr.	A-R..	300	2000	2000	CA.....
Spartan.....C3-165	195	OLB..	C-T....	5975	3	6.8	23-3	8-10	32-0	R...	291	1650	2612	370	2.24	1-Wright.....J6-5	A-R..	165	2000	2000	Ecl. In..
Spartan.....C3-225	286	OLB..	C-T....	7750	3	6.8	23-3	8-10	32-0	R...	291	1740	2700	390	1.62	1-Wright.....J6-7	A-R..	240	2000	2000	Ecl. In..
Spartan.....C4-225	310	CLM..	Tr.....	9750	4	9.63	32-7	9-0	50-0	R...	299	2325	3515	Var.	....	1-Wright.....J6-7	A-R..	240	2000	2000	Ecl.EM°
Spartan.....C4-300	383	CLM..	Tr.....	11700	4	9.63	32-6¾	9-0	50-0	R...	299	2567	3965	660	2.2	1-Wright.....J6-9	A-R..	300	2000	2000	Ecl. In°.
Spartan.....C4-301	394	CLM..	Tr.....	11900	4	9.63	32-7¾	8-11	50-0	R...	299	2597	3995	660	2.2	1-P & W...Wasp, Jr.	A-R..	300	2000	2000	Ecl.EM°
Spartan.....C5-301	389	CLM..	Tr.....	12900	5	9.63	32-7¾	8-11	50-0	R...	299	2607	4175	830	2.76	1-P & W...Wasp, Jr.	A-R..	300	2000	2000	Ecl. In°.
Spartan.....C2-60	427	OLM..	C-T....	2245	2	1.8	22-5¼	6-11½	40-0	R...	162	738	1200	170	2.84	1-Jacobs.....L-3	A-R..	60	2100	2100	PS.....
Stinson.....S	423	CLM..	C-T....	4995	4	8.5	28-11	8-9	42-1	R...	235	2172	3265	579	2.7	1-Lycoming...R-680	Air..	216	2000	2000	EM.....
Stinson.....W	435	CLM..	C-T....	8995	4	8.5	30-11	8-9	42-1	R...	235	2310	3600	610	2.0	1-P & W...Wasp, Jr.	Air..	300	2000	2000	EM.....
Stinson.....SM-6000B	420	CLM..	Tr.....	25900	11	69	42-10	12-0	60-0	R...	235	5670	8600	1927	3.0	3-Lycoming...R-680	Air..	645	2000	2000	EM.....
Swallow.....H-C	399	OLB..	C-T....	.....	3	.....	22-11	8-6	31-0	D...	240	1455	2260	357	2.14	1-Continental..A-10	A-R..	165	2000	2000	PS.....
Swallow.....H-W	379	OLB..	C-T....	.....	3	.....	22-11	8-6	31-0	D...	240	1350	2200	400	2.42	1-Wright.....J6-5	A-R..	165	2000	2000	PS.....
Swallow.....TP-W	252	OLB..	C-T....	.....	2	.....	23-9	8-10	30-11	D...	296	1201	1739	170	1.54	1-Warner.....	A-R..	110	1850	1850	PS.....
Swallow.....TP-K	186	OLB..	C-T....	.....	2	.....	24-1	8-10	30-11	D...	296	1170	1700	170	1.89	1-Kinner.....K-6	A-..	100	1825	1825	PS.....
Swallow.....TP	105	OLB..	C-T....	.....	2	.....	22-6	8-10	30-11	D...	296	1283	1825	170	1.98	1-Curtiss.....OX5	L-V..	90	1450	1450	PS.....
Swallow.....Whirlwind	51	OLB..	C-T....	.....	3	.....	23-10	8-7	32-8	D...	300	1716	2700	407	1.81	1-Wright.....25	A-..	225	1800	1800	HC.....
Swallow.....Hisso	50	OLB..	C-T....	.....	3	.....	23-7	8-7	32-8	D...	300	1728	2700	395	2.63	1-Hispano...Suiza A	L-V..	150	1600	1600	PS.....
Taylor.....Cub E-2	358	OLM..	C-T....	1325	2	.....	22-9	6-4	35-2	D...	184	525	400	170	4.6	1-Continental..A-40	A-H..	37	2550	2550	PS.....
Viking.....V-2	361	OFB..	.....	.....	4	2	29-4	10-4	42-4	R...	401.5	2300	3450	680	2.83	1-Wright.....J-6-7	A-R..	240	2000	2000	In.....
Vought.....V-55 Corsair	.....	OLB..	.....	.....	2	.....	25-0	11-6	36-10	R...	318	2610	4072	1462	....	1-P & W...Hornet C	Air..	600	1950	1950	In.....
Vought.....V-55 Corsair	.....	OSB..	.....	.....	2	.....	28-10	13-6	36-10	R...	318	2843	4305	1462	....	1-P & W...Hornet C	Air..	600	1950	1950	In.....
Vought.....V-59 Corsair	.....	OLB..	.....	.....	2	.....	25-0	11-6	36-10	R...	318	2335	3654	1319	....	1-P & W...Wasp C	Air..	450	2000	2000	In.....
Vought.....V-59 Corsair	.....	OSB..	.....	.....	2	.....	28-10	13-6	36-10	R...	318	2577	3898	1319	....	1-P & W...Wasp C	Air..	450	2000	2000	In.....
Waco.....RNF	311	OLB..	C-T,Tr..	4450	3	2	21-0	8-9	29-6	R...	241.4	1181	1938	372	3.38	1-Warner...Scarab	A-R..	110	1850	1850	Hey CA.
Waco.....INF	345	OLB..	C-T,Tr..	4450	3	2	20-9½	8-9	29-6	R...	241.4	1198	1938	355	2.84	1-Kinner.....B-5	A-R..	125	1900	1900	Hey CA.
Waco.....CSO	240	OLB..	C-T,Tr..	7335	3	7	22-7	9-0	30-7	R...	288	1628	2600	364	1.52	1-Wright.....R-760	A-R..	240	2000	2000	Hey CA.
Waco.....CTO	257	OLB..	C-T,Tr..	8525	3	7	22-7	9-0	30-5	R...	227	1677	2600	315	1.31	1-Wright.....R-760	A-R..	240	2000	2000	Hey CA.
Waco.....QCF	416	OLB..	C-T,Tr..	4985	3	9	20-4	8-9	29-7	R...	241.4	1358	2300	518	3.14	1-Continental..A70-2	A-R..	165	2000	2000	Hey CA.

ABBREVIATIONS:

General
°—Others used
Apl—Applied for
AT—Approved Type
BAM—British Air Ministry
C-A—Certificate of Approval
Y—Yes
N—No
Var—Varies
Opt or O—Optional

Designed for
AA—Aerial Advertising
Bo—Bombing
C-T—Civilian Training
Fr—Freight
Ma—Mail
Mi—Military Pursuit
Mo—Military Observation
M-T—Military Training
Ob—Observation
P—Patrol
Pa—Passenger
Po—Photography
R—Reconnaissance
Sp—Sport
Tr—Transport

Type of Plane
A—Amphibion
B—Biplane
C—Cabin
F—Flying boat
G—Autogiro
L—Land plane
M—Monoplane
O—Open
S—Seaplane

Engine Make
A-S—Armstrong Siddeley
P & W—Pratt & Whitney

Engine Type
A-H—Air cooled horizontally opposed cyls.
A-L—Air cooled in line
A-R—Air cooled radial
L-L—Liquid cooled in line
L-V—Liquid cooled Vee type
L-W—Liquid cooled W type

Starter Make
Bri—Bristol
Ecl—Eclipse
Hey—Heywood
Huc—Hucks
Pob—Pobjoy

Method of Starting
CA—Compressed Air
EM—Electric Motor.
G—Gas starter
HC—Hand Crank
HM—Hand Magneto
In—Inertia
PS—Propeller Swinging

Propeller Material
A—Aluminum
C—Composition
Du—Dural
S—Steel
W—Wood
W-A—Wood or Aluminum
W-C—Wood & Composition

Battery Make
D-C—Dry Cells
Ed—Edison
Eve—Eveready
Exi—Exide
Hot—Hot Shot
Lab—Labinal
Mar—Marconi
RV—Ray Vac

WORLD—Continued

PERFORMANCE					EQUIPMENT													MATERIAL					PLANE, MAKE AND MODEL
			Fuel Consumption at Cruising Speed With Full Load						Propeller		Electrical		Brakes			Wheels		Wings			Fuselage		
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Gas (Gallons per Hr.)	Oil (Gallons per Hr.)	No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Undercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Plane Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering	
AMERICAN—Cont.																							
140	119	60	79	.....	3	Own	Y	Y	Std.	Al	Exi	Y	Ben.	Y	No.	Ben.	44x10	W	W	F	S.	F	Keystone Patrician K-78D
114.2	97.3	55	57	.....	4	.....	Y	Y	Std.	Al	Exi	Y	Ben.	Y	No.	Ben.	44x10	W	W	F	S.	F	Keystone Military B-6A
121.9	103.5	57	22	.....	1	.....	Y	Y	Std.	Al	Exi	Y	No.	.....	No.	K-H	32x6	Du.	W	F	Du,W	Du	Keystone Military OL-9
120	102	61	64	.....	7	.....	Y	Y	Std.	Al	Exi	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Keystone Military PK-1
110	85	40	6.5	.....	1	.....	N	Y	Har.	W	.....	Y	No.	N	No.	K-H	26x4	W	W	F	S.	F	Kitty-Hawk B-4
108	88	46	7	.....	1	.....	N	Y	Har.	W	Exi	Y	A-P.	Y	No.	A-P.	6.50x10	W	W	F	S.	F	Kitty-Hawk B-8
135	110	45	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird Whirlwind LCB-200
150	120	45	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird Whirlwind LCB-300
150	120	55	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird Speedwing LCR-200
175	135	55	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird Speedwing LCR-300
190	150	60	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird LC-RW-450
190	150	58	.....	.....	.....	.....	.....	.....	Ha.	.....	.....	Y	Ben.	.....	.....	.....	.....	W	W	F	Du-T,S.	Du-T,S.	Laird LC-RW-300
.....	.....	.....	.....	.....	.....	.....	.....	.....	Ha.	Al	Opt.	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Martin 121
.....	.....	.....	.....	.....	.....	.....	.....	.....	Ha.	Al	Opt.	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Martin 122
.....	.....	.....	.....	.....	.....	.....	.....	.....	Ha.	Al	Opt.	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Martin 123
.....	.....	.....	.....	.....	.....	.....	.....	.....	Ha.	Al	Opt.	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Martin 124
.....	.....	.....	.....	.....	.....	.....	.....	.....	Ha.	Al	Opt.	Y	.....	.....	.....	.....	.....	Du-T	Du	F	Du	Du	Martin 125
115	90	42	.....	.....	1	.....	N	Y	Har.	W	No.	Y	No.	N	No.	K-H	28x4	S.	S	F	S	F	Mercury CHIC
116	100	40	5.7	.....	2	Own	Y	Y	Fah.	W	.....	Y	A-P.	Y	No.	A-P.	6.5x10	W	W	F	S.	F	Monocoupe 90
122	106	40	5.7	.....	2	Own	Y	Y	Fah.	W	.....	Y	A-P.	Y	No.	A-P.	6.5x10	W	W	F	S.	F	Monocoupe 90-J
142	120	45	7.5	.....	2	Own	Y	Y	Ha.	A.	.....	Y	A-P.	Y	No.	A-P.	6.50x10	W	W	F	S.	F	Monocoupe 110
144	120	45	8.0	.....	2	Own	Y	Y	Ha.	A.	.....	Y	A-P.	Y	No.	A-P.	6.50x10	W	W	F	S.	F	Monocoupe 125
110	95	42	4.2	.....	1	.....	Y	Y	Fah.	W	.....	N	.....	.....	.....	Go.	16x7.3	W	W	F	S	F	Nicholas-Beazley NB-8-G
128	105	45	18	.50	2	.....	Y	Y	Ha.	A.	.....	Y	Ben.	Y	.....	Ben.	30x4	W	W	F	S	F	Osprey Cirrus
135	118	45	21	.75	2	.....	Y	Y	Ha.	A.	.....	Y	Ben.	Y	.....	Ben.	30x4	W	W	F	S	F	Osprey Pirate
140	.....	60	.....	.....	3	Own	Y	N	Ha.	Al	Exi	Y	Go.	Y	No.	Go.	35x15.6	Du-T	S	F	S	F	Pilgrim 100A
133	.....	55	.....	.....	3	Own	Y	N	Ha.	Al	Exi	Y	Ben.	Y	No.	Ben.	32x6	L-W	L-W	F	S	F	Pilgrim 71
131	.....	55	.....	.....	3	Own	Y	N	Ha.	Al	Exi	Y	Ben.	Y	No.	Ben.	30x5	L-W	L-W	F	S	F	Pilgrim 51
.....	.....	.....	.....	.....	1	.....	Y	Y	Ha.	Du.	.....	Y	A-P.	Y	No.	A-P.	10x3	L-W	LW,W	F	S	F	Pitcairn PAA-1
.....	.....	.....	.....	.....	2	.....	Y	Y	Ha.	Du.	.....	Y	A-P.	Y	No.	A-P.	8.50x19	L-W	LW,W	F	S	F	Pitcairn PCA-2
.....	.....	.....	.....	.....	2	.....	Y	Y	Ha.	Du.	.....	Y	A-P.	Y	No.	A-P.	8.50x19	L-W	LW,W	F	S	F	Pitcairn PCA-3
128	112	34	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	30x5°	W,LW	L-W	F	S	F	Shamrock 3-4C-165
128	112	34	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	26x11°	W,LW	L-W	F	S	F	Shamrock 3-4W-165
131	115	35	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	26x11°	W,LW	L-W	F	S	F	Shamrock 3-5W-240
142	119	35	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	26x11°	W,LW	L-W	F	S	F	Shamrock 3-5W-300
142	119	35	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	26x11°	W,LW	L-W	F	S	F	Shamrock 3-5W-300
139	117	35	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	30x13°	W,LW	L-W	F	S	F	Shamrock 3-6W-300
139	117	35	.....	.....	2	Own	Y	Y	Ha.	S.	Opt.	Y	Opt.	Y	No.	Opt.	32x6°	W,LW	L-W	F	S	F	Shamrock 3-6PW-300
134.7	111.5	64	140	2	6	.....	Y	Y	Ha.	A.	Exi	Y	Own	Y	No.	K-H	58x14	Du-C	Du-C	F	Du	Alc	Sikorsky S-40
137	113.5	64	140	2	6	.....	Y	Y	Ha.	A.	Exi	Y	Own	Y	No.	K-H	58x14	Du-C	Du-C	F	Du	Alc	Sikorsky S-40
131	115	60	70	1	4	Own	Y	Y	Ha.	A.	Exi	Y	Own	Y	No.	K-H	38x10	Du-C	Du-C	F	Du	Alc	Sikorsky S-41
128	110	55	45	1	4	Own	Y	Y	Ha.	A.	Exi	Y	Own	Y	No.	K-H	36x8	Du-C	Du-C	F	Du	Alc	Sikorsky S-38
120	100	54	18	.50	2	.....	Y	Y	Ha.	A.	.....	Y	Own	Y	No.	.....	.....	Du-C	Du-C	F	Du	Alc	Sikorsky S-39
121	100	49	8.34	.9	1	.....	Y	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	30x5	W	W	F	S	F	Spartan C3-165
133	110	50	13.2	1.07	2	.....	Y	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	30x5	W	W	F	S	F	Spartan C3-225
129.7	109	51	15.1	.9	2	Own	Y	Y	Ha.	S.	Exi	Y	Ben.	Y	No.	Ben.	32x6	W	W	F	S	F	Spartan C4-225
143	122	56	16.2	1.1	2	Own	Y	Y	Ha.	S.	Exi	Y	A-P.	Y	No.	A-P.	9.50x12	W	W	F	S	F	Spartan C4-300
145	124	56	16.2	1.1	2	Own	Y	Y	Ha.	S.	Exi	Y	A-P.	Y	No.	A-P.	9.50x12	W	W	F	S	F	Spartan C4-301
145	124	57.5	16.2	1.1	2	Own	Y	Y	Ha.	S.	Exi	Y	A-P.	Y	No.	A-P.	9.50x12	W	W	F	S	F	Spartan C5-301
93	81	39	3.93	.2	1	.....	Y	Y	Ha.	S.	.....	Y	.....	.....	.....	Go.	19x9.3	W	W	F	S	F	Spartan C2-60
125	103	54	12	.25	2	Own	Y	Y	Ha.	A.	Exi	Y	A-F.	Y	No.	A-F.	8.50x10	Al	W	F	S	F	Stinson S
142	124	58	18	.25	2	Own	Y	Y	Ha.	A.	Exi	Y	A-F.	Y	No.	A-F.	8.50x10	Al	W	F	S	F	Stinson W
138	115	60	36	.75	3	Own	Y	O.	Ha.	A.	Exi	Y	Ben.	Y	No.	Ben.	36x8	Al	S	F	S	F	Stinson SM-6000B
132	110	42	10	.25	2	.....	Y	Y	Ha.	S.	.....	Y	Go.	Y	.....	Go.	25x11	W	W	F	S	F	Swallow H-C
135	112	42	10	.28	2	.....	Y	Y	Ha.	S.	.....	Y	Go.	Y	.....	Go.	25x11	W	W	F	S	F	Swallow H-W
100	85	32	7	.16	1	.....	Y	Y	Ha.	S.	.....	Y	.....	.....	.....	.....	26x4	W	W	F	S	F	Swallow TP-W
100	85	32	7	.16	1	.....	Y	Y	Sto.	W	.....	Y	.....	.....	.....	.....	26x4	W	W	F	S	F	Swallow TP-K
90	90	35	8	.20	1	.....	Y	Y	Sto.	W	.....	Y	.....	.....	.....	.....	26x4	W	W	F	S	F	Swallow TP
128	105	45	11.5	.25	3	.....	Y	Y	.....	.....	.....	Y	.....	.....	.....	.....	12.5x7.50	W	W	F	S	F	Swallow Whirlwind
115	95	45	11.5	.25	3	.....	Y	Y	Sto.	W	.....	Y	.....	.....	.....	.....	12.5x7.50	W	W	F	S	F	Swallow Hisso
78	65	26	2.5	6	2	.....	.....	Y	Sup.	W	.....	Y	.....	.....	.....	Shinn.	7.00x4	Du-C	W	F	S	F	Taylor Cub E-2
104	88	45	11	.....	1	.....	Y	Y	Aero.	W	.....	Y	.....	.....	.....	.....	.....	W	W	F	W	W	Viking V-2
170	145	59	25	.....	2	.....	N	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	32x6	W	W	F	S	F	Vought V-55 Corsair
165	141	61	25	.....	2	.....	N	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	32x6	W	W	F	S	F	Vought V-55 Corsair
146	125	57	22	.....	2	.....	N	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	32x6	W	W	F	S	F	Vought V-59 Corsair
141	122	58	22	.....	2	.....	N	Y	Ha.	S.	.....	Y	Ben.	Y	No.	Ben.	32x6	W	W	F	S	F	Vought V-59 Corsair
108	92	38	8	.15	2	No.	O.	Y	Ha°	A°.	.....	Y	A-P.	Y	No.	A-P.	6.50x10	W	W	F	S	F	Waco RNF
112	95	38	8	.15	2	No.	Y	Y	Har°	W°	.....	Y	A-P.	Y	No.	A-P.	6.50x10	W	W	F	S	F	Waco INF
128	110	44	12	.25	1-3	No.	Y	Y	Ha.	A.	.....	Y	Ben.	Y	No.	Ben.	30x5	W	W	F	S	F	Waco CSO
137	117	55	12	.25	1-3	No.	Y	Y	Ha.	A.	.....	Y	Ben.	Y	No.	Ben.	30x5	W	W	F	S	F	Waco CTO
126	108	40	9.5	.25	2	No.	Y	Y	Ha°	A°.	.....	Y	A-P.	Y	No.	A-P.	7.50x10	W	W	F	S	F	Waco QCF

Stu—Sturgess
Var—Varta
Wil—Willard

Propeller Make
Aero—Aeromarine
Am-P—American Propeller Co.
As—Airscrew Co.
Cha—Chauviere
C-R—Curtiss Reed
Fah—Fahlin
Fl—Flottorp
F-R—Fairey-Reed
Gar—Gardner
Gno—Gnome-Rhone
Ha—Hamilton Standard
Har—Hartzell
Hei—Heine
Lev—Levassor
Mer—Merville
M-P—Metal Propellers, Ltd.
Par—Paragon
Rat—Ratier
Sch—Schwarz
Std—Standard
Sto—Storey
Sup—Supreme
Wat—Watts

Brakes Make
A-F—Autofan
A-P—Aircraft Products
Aro—Aerofreino
Ben—Bendix
Dha—Dhainant
Fas—Fast
Go—Goodyear
Mar—Marelli
Mes—Messier
Pal—Palmer
Vic—Vickers

Wheels Make
AmW—American Wire Wheel
A-P—Aircraft Products
Bud—Budd
Dun—Dunlop
Elek—Elektron
Fas—Fast
Go—Goodyear Air Wheels
Han—Hanriot
Joh—Johnson
K-H—Kelsey Hayes
Mes—Messier
Pal—Palmer
P-D—Palmer, Dunlop
Rob—Robur

Structure and Covering Materials
Al—Aluminum
Alc—Aiclad
Du—Dural
Du-C—Dural Channel
Du-T—Dural Tube
F—Fabric
L-W—Laminated Wood
PS—Pressed Steel Channe
S—Steel Tube
SA—Sheet Aluminum

Wings Type
D—Demountable
F—Folding
R—Rigid

Cabin Heater
Lab—Labinal
Lam—Lambert
Sch—Schneebeli

AIRPLANES OF THE

PLANE, MAKE AND MODEL	GENERAL																ENGINE						
	ATC Number or Other Government Approval	Type	Specially Designed or Equipped for	Price $	Total Seating Capacity	Cu. Ft. Capacity of Cargo Compartment	Overall Dimensions: Length (Ft. Ins.)	Overall Dimensions: Height (Ft. Ins.)	Overall Dimensions: Width (Ft. Ins.)	Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights: Empty (Lbs.)	Weights: Full Load (Lbs.)	Weights: Actual Pay Load (Lbs.)	Weights: Pay Load Per Engine Hp. (Lbs.)	Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
AMERICAN—Cont.																					
Waco.....QDC	412	OLB..	Tr.....	5985	4	6	23-2	8-6	33-3	R...	245	1550	2652	660	4.0	1-Continental A70-2	A-R..	165	2000	2000	Hey CA.
Whitey Sport.....C-1	Pending.	.....	C-T....	2250	2	.....	18-4	7-1	31-1	D...	130	687	1150	.....	.....	1-LeBlond.....60	Air..	65	1810	1810	PS.....
Whitey Sport.....C-2	Pending.	.....	C-T....	2250	2	.....	18-4	7-1	31-1	D...	130	702	1150	.....	.....	1-Velie.....M-5	Air..	70	1810	1810	PS.....
BRITISH																					
Bristol Bulldog.....IIA	BAM..	OLB..	Mi.....	.....	1	.....	24-9	8-6½	34-0	R...	306.5	2222	3550	.....	.....	1-Jupiter.....VII F	Air..	450	1870	1870	Hue In..
Bristol Type.....118	BAM..	OLB..	Bo.....	.....	2	.....	34-0	12-0	40-8	R...	414	3300	5200	.....	.....	1-Jupiter.....XF	Air..	500	2200	1110	Hue In..
Bristol Type.....89A	BAM..	OLB..	M-T....	.....	2	.....	25-0	10-1	39-3	R...	405	2200	3250	.....	.....	1-Jupiter.....VI F	Air..	420	1870	1870	Hue In..
Comper.....Swift	BAM..	OLM..	C-T,M-T	£550	1	4.5	17-7¼	5-3½	24-0	F...	90	530	937	110	1.47	1-Pobjoy.....R	A-R..	75	3000	1404	Pob HC.
Comper Swift Commercial	BAM..	OLM..	Fr,Ma...	600	1	7.5	17-7¼	5-3½	24-0	F...	90	540	1060	223	2.98	1-Pobjoy.....R	A-R..	75	3000	1404	Pob HC.
DeHavilland Gipsy Moth	.....	OLB..	C-T....	.....	2	.....	23-11	9-10	30-0	F...	.....	955	1750	.....	.....	1-Gipsy.....I	A-L..	100	.....	.....	PS.....
DeHavilland..Puss Moth	.....	CLM..	Sp.....	.....	3	.....	25-0	6-10	36-9	F...	.....	1200	2050	535	.....	1-Gipsy.....III	A-1	120	.....	.....	.....
Gloster..Gnatsnapper II	.....	OLB..	Mi.....	.....	1	.....	26-1	10-11⅓	34-11	D...	324	2616	3482	.....	.....	1-A-S...Jaguar VIII	A-R..	360	2000	1313	G.....
Gloster Multigun Fighter	.....	OLB..	Mi.....	.....	1	.....	25-4	10-2	32-9½	D...	300	2451	3521	.....	.....	1-Bristol. Jup.VII F	A-R..	517	1850	1850	G.....
Saro.....Cutty Sark	BAM..	FB...	C-T....	3500	4	24	34-4	11-3	45-0	....	320	2430	3700	850	4.05	2-Gypsy.....II	Air..	210	2000	2000	PS.....
Saro.....Cutty Sark	BAM..	A.....	C-T....	3750	4	24	34-4	12-6	45-0	....	320	2600	3700	680	3.24	2-Gypsy.....II	Air..	210	2000	2000	PS.....
Saro.....Cutty Sark	BAM..	Fr....	C-T....	3940	4	24	34-4	11-10	45-0	....	320	2490	3700	850	3.96	1-Lynx.....Geared	Air..	215	2000	1314	HC.....
Saro.....Cutty Sark	BAM..	A.....	C-T....	4190	4	24	34-4	13-1	45-0	....	320	2600	3700	680	3.16	1-Lynx.....Geared	Air..	215	2000	1314	HC.....
Saro.....Windhover	BAM..	FB...	C-T....	4530	6	43.7	41-4	12-3	54-4	....	450	3650	5600	1300	3.94	3-Gypsy.....II	Air..	330	2000	2000	PS°.....
Saro.....Cloud	BAM..	FB...	C-T....	7600	10	136	49-9	13-2	64-0	....	650	5240	9700	3380	5.1	2-Wright. Whirlwind	Air..	630	2000	2000	In°.....
Saro.....Cloud	BAM..	A.....	C-T....	8050	10	136	49-9	15-0	64-0	....	650	5690	9200	2430	3.6	2-Wright. Whirlwind	Air..	630	2000	2000	HC°.....
Saro.....Cloud	BAM..	FB...	C-T....	8375	10	136	49-9	14-0	64-0	....	650	5800	9700	2750	3.8	2-Armstrong Mong.	Air..	680	2200	1454	In°.....
Saro.....Cloud	BAM..	A.....	C-T....	8825	10	136	49-9	15-9	64-0	....	650	6250	9200	1800	2.4	2-Armstrong Mong.	Air..	680	2200	1454	HC°.....
Short.....Kent	91	CF...	Tr.....	.....	15	570	78-5	28-0	113-0	D...	2640	20420	32000	7640	3.38	4-Bristol...Jupiter	A-R..	2260	2000	1000	Bri HM.
Short.....Calcutta	1405	CF...	Tr.....	.....	20	250	66-0	23-3	93-0	D...	1828	12820	22500	4640	3.06	3-Bristol...Jupiter	A-R..	1513	2000	1000	Bri HM.
Short.....Valetta	92	CS...	Tr.....	.....	17	200	70-5	26-2	107-0	D...	1382	14535	23000	4000	2.67	3-Bristol...Jupiter	A-R..	1497	2000	1000	Bri HM.
Short.....Valetta	92	CL...	Tr.....	.....	20	200	70-5	17-0	107-0	D...	1382	13985	23000	4300	2.87	3-Bristol...Jupiter	A-R..				Bri HM.
Spartan.....	.....	OLB..	C-T,Fr.	.....	3	10	25-6	9-4	28-10	F...	240	1050	1850	.....	.....	1-Gypsy.....II°	A-L..	120	2000	2000	PS°.....
Spartan.....Arrow	.....	OLB..	C-T,Fr.	.....	2	10	25-0	9-6	30-7	F...	251	1000	1850	.....	.....	1-Hermes.....II°	A-L..	120	2000	2000	CA°.....
Spartan.....Arrow	.....	OSB	C-T,Fr.	.....	2	10	25-9	10-9	30-7	F...	251	750	1850	.....	.....	1-Gypsy.....II°	A-L..	120	2000	2000	PS°.....
Spartan.....	.....	CLM..	Tr.....	.....	6	.....	41-6	9-0	56-0	R...	470	.....	5645	.....	2.9	3-Gypsy.....III	A-L..	360	2000	2000	CA°.....
Spartan.....	.....	CSM..	Tr.....	.....	6	.....	42-10	11-0	56-0	R...	470	.....	6000	.....	2.9	3-Gypsy.....III	A-L..	360	2000	2000	PS.....
Supermarine South.MkII	.....	OFB..	Bo,R....	.....	5	.....	49-8	20-6	75-0	R...	1426	9100	15200	.....	.....	2-Napier...Lion°	L-W	1000	2200	1450	HC.....
Supermarine..Sea Hawk	.....	OFB..	Bo,R,TC	.....	5	.....	65-6	21-0	79-0	R...	1235	13975	22500	.....	.....	3-Bristol Jup.XFBM	A-R..	1800	2200	1100	CA.....
Supermarine...Air Yacht	BAM..	CFM..	Tr.....	.....	20	.....	56-6	18-0	92-0	R...	1472	15530	25000	.....	.....	3-A-S.....Panther	A-R..	1800	2200	1445	CA.....
West'd Pterodactyl Mk IV	K1947	CLM..	Tr.....	.....	3	42	19-7	7-6	44-4	F...	259	.....	2100	.....	.....	1-Gypsy.....III	A-L..	120	2300	2300	PS.....
Westland.....Wapiti	.....	OLB..	MT,B....	.....	2	.....	32-2	11-10	46-5	D...	488	3320	5400	1060	2.0	1-Jupiter.....XFA	A-R..	573	2200	2200	HC.....
Westland.....Wapiti	.....	OSB	MT,B....	.....	2	.....	35-9	13-7	46-5	D...	488	3720	5850	1070	2.0	1-Jupiter.....XFA	A-R..	573	2200	2200	HC.....
Westland.....Wessex	GEBXK	CLM..	Tr,Po..	4065	6	185	38-0	9-6	57-6	D...	490	3485	5750	1065	3.5	3-Genet.....Major	A-R..	330	2420	2420	HC.....
Westland.....Wessex	G-ABEG	CLM..	Tr,Po..	4500	6	185	38-0	9-6	57-6	D...	490	3755	6000	1055	2.5	3-Genet.....Major	A-R..	465	2420	2420	HC.....
FRENCH																					
						Cu. M.	M.	M.	M.		Sq. M.	Kgs.	Kgs.	Kgs.	Kgs						
Bernard.....60T	.....	CLM..	Tr.....	.....	14	.....	16.49	4.2	21.5	R...	66.6	3600	5700	1100	1.22	3-Gnome.Rhone K7	A-R..	900	1900	1900	CA.....
Bernard.....80GR	.....	CLM..	.....	.....	2	.....	15.75	3.4	24.50	R...	70.0	3100	8600	.....	.....	1-Hispano.....12N6	L-V..	650	2000	2000	CA.....
Bernard.....74CI	.....	CLM..	Mi.....	.....	1	.....	6.72	2.25	9.2	R...	13.45	825	1106	.....	.....	1-Gnome Rho.7KDS	Air..	360	1950	1950	Far.....
Breguet.....197	.....	OLB..	R,Bo....	.....	2	.....	9.50	3.45	14.83	R...	49.28	1550	2600	.....	.....	1-Hispano.....12Nb	L-V..	650	2000	2000	Viet CA.
Breguet.....230	.....	OLB..	R,Bo....	.....	3	.....	11.05	3.92	17.48	R...	55.79	1730	.....	.....	.....	1-Hispano.....12Nb	L-V..	650	2000	2000	Viet CA.
Breguet.....270	.....	OLB..	R.....	.....	2	.....	9.76	3.58	17.01	R...	49.67	1550	2400	.....	.....	1-Hispano.....12Hb	L-V..	500	2000	2000	Viet CA.
Breguet.....284	.....	CLB..	Tr.....	.....	10	2.80	12.12	4.08	17.25	R...	55.86	1950	3520	800	1.38	1-Hispano.....12Lbr	L-V.	650	2000	2000	Viet CA.
Breguet.....330	.....	OLB..	R,Bo....	.....	2	.....	9.76	3.58	17.01	R...	48.83	1650	2600	.....	.....	1-Hispano.....12Nb	L-V.	650	2000	2000	Viet CA.
Breguet.....392	.....	CLB..	Tr.....	.....	10	2.02	12.80	3.70	20.71	R...	66.50	2800	4800	1050	1.16	3-Wright...Hispano	A-R..	900	2200	2200	Viet CA.
Breguet.....411	.....	CLB..	.....	.....	4	.....	11.30	3.96	20.17	R...	67.15	2800	4600	.....	.....	2-Hispano.....12Hb	L-V..	1000	2000	2000	Viet CA.
C.A.M.S.....37A	.....	OBF..	M-T....	.....	3	.....	11.43	4.59	14.50	R...	58.00	2220	2970	.....	.....	1-Lorraine...450CV	L-W.	450	.....	.....	CA.....
C.A.M.S.....37C	.....	BF...	Tr.....	.....	5	.....	11.43	4.04	14.50	R...	58.00	2235	3100	.....	.....	1-Lorraine.....	L-W.	450	.....	.....	CA.....
C.A.M.S.....50	.....	BF...	Bo.....	.....	2	.....	14.84	5.40	14.84	R...	115.0	4300	7450	.....	.....	2-Lorraine.....	L-W.	600	.....	.....	CA.....
C.A.M.S.....53	.....	BF...	Tr.....	.....	8	.....	14.82	5.32	20.40	R...	115.0	4300	6900	.....	.....	2-Lorraine.....	L-W.	600	.....	.....	CA.....
C.A.M.S.....55	.....	BF...	M-T....	.....	2	.....	14.84	5.40	14.84	F...	115.0	4300	7450	.....	.....	2-Lorraine.....	L-W.	600	.....	.....	CA.....
C.A.M.S.....58	.....	BF...	Tr.....	.....	14	.....	14.85	6.14	24.30	R...	126.50	4800	8500	.....	.....	2-Lorraine.....	L-W.	700	.....	.....	CA.....
Dewoitine.....D53	.....	OLM..	Mi.....	.....	1	.....	6.50	2.90	10.30	R...	17.50	970	1330	.....	2.7	1-Hispano.....12Nb	L-V..	500	2000	2000	Viet....
Dewoitine.....D28	.....	CLM..	Mi.....	.....	8	1.32	13.10	3.65	19.68	R...	45.	2030	3600	800	7.2	1-Renault.....12Jb	L-V..	500	2020	1010	Viet....
Dewoitine.....D30	.....	CLM..	Tr.....	.....	10	1.32	14.0	4.15	25.18	R...	65.	2476	4486	1460	6.9	1-Hispano...12Nb2	L-V.	650	2000	1000	Viet....
Dewoitine.....D31	.....	CLM..	Tr.....	.....	10	1.32	14.0	4.15	25.18	R...	65.	3008	4868	1160	6.5	3-Hispano Wright 9Q	Air..	750	2500	2500	In.....
Dewoitine.....D35	.....	CLM..	Tr.....	.....	4	1.00	9.18	3.0	12.96	R...	25.	980	1760	480	7.	1-Hispano Wright 9Q	Air..	250	2500	2500	In.....
Dewoitine.....D33	.....	CLM..	Bo.....	.....	3	.....	14.40	4.85	28.0	R...	18.	3100	9800	6700	15.	1-Hispano...12Nb2	L-V.	650	2000	1000	Viet....
Farman.....F168	.....	OAB..	Bo,T-C..	.....	4	.....	14.97	6.10	26.25	D...	159.5	4600	6800	.....	.....	2-Gn.Rh. 480-9AKX	A-R..	960	2000	2000	CA.....
Farman.....F160	.....	CLB..	Bo.....	.....	4	.....	14.97	5.27	26.75	D...	160.0	4500	6800	.....	.....	2-Farman.....500	L-W	1000	1650	825	CA.....
Farman.....F190	.....	CLM..	Tr.....	.....	5	.....	10.0	3.26	14.10	D...	40.0	850	1700	.....	.....	1-Gnome Rho. Titan	A-R..	240	1650	1650	Own....
Farman.....F200	.....	OLM..	C-T....	.....	3	.....	8.20	2.48	11.20	D...	25.12	621	921	.....	.....	1-Salmson.....AC9	A-R..	120	1650	1650	Own....
Farman.....F230	.....	OLM..	Sp.....	.....	2	.....	5.58	2.04	8.11	D...	10.93	280	510	.....	.....	1-Salmson.....Ad9	A-R..	40	2000	2000	Own....
Farman.....F231	.....	OLM..	Sp.....	.....	2	.....	6.13	1.83	9.11	D...	14.46	397	677	.....	.....	1-Renault....95CV	A-L..	95	1800	1800	Own....

ABBREVIATIONS:

General
°—Others used
Apl—Applied for
AT—Approved Type
BAM—British Air Ministry
C-A—Certificate of Approval
Y—Yes
N—No
Var—Varies
Opt or O—Optional

Designed for
AA—Aerial Advertising
Bo—Bombing
C-T—Civilian Training
Fr—Freight
Ma—Mail
Mi—Military Pursuit
Mo—Military Observation
M-T—Military Training
Ob—Observation
P—Patrol
Pa—Passenger
Po—Photography
R—Reconnaissance
Sp—Sport
Tr—Transport

Type of Plane
A—Amphibion
B—Biplane
C—Cabin
F—Flying boat
G—Autogiro
L—Land plane
M—Monoplane
O—Open
S—Seaplane

Engine Make
A-S—Armstrong Siddeley
P & W—Pratt & Whitney

Engine Type
A-H—Air cooled horizontally opposed cyls.
A-L—Air cooled in line
A-R—Air cooled radial
L-L—Liquid cooled in line
L-V—Liquid cooled Vee type
L-W—Liquid cooled W type

Starter Make
Bri—Bristol
Ecl—Eclipse
Hey—Heywood
Huc—Hucks
Pob—Pobjoy

Method of Starting
CA—Compressed Air
EM—Electric Motor.
G—Gas starter
HC—Hand Crank
HM—Hand Magneto
In—Inertia
PS—Propeller Swinging

Propeller Material
A—Aluminum
C—Composition
Du—Dural
S—Steel
W—Wood
W-A—Wood or Aluminum
W-C—Wood & Composition

Battery Make
D-C—Dry Cells
Ed—Edison
Eve—Eveready
Exi—Exide
Hot—Hot Shot
Lab—Labinal
Mar—Marconi
RV—Ray Vac

WORLD—Continued

PERFORMANCE					EQUIPMENT															MATERIAL					
			Fuel Consumption at Cruising Speed With Full Load						Propeller		Electrical		Brakes			Wheels		Wings			Fuselage		
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Gas (Gallons per Hr.)	Oil (Gallons per Hr.)	No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Undercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Plane Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering	PLANE, MAKE AND MODEL
AMERICAN—Cont.																								
120	105	45	9.5	.25	2	Own	Y	Y	Har°	W°		Y	A-P	Y	No	A-P	8.50x10	W	W	F	S	F	Waco QDC
121	95	42	4.5		1		Y	Y	Har	W		O	No				20x4	W	W	F	S	F	Whitey Sport C-1
123	95	42	4.5		1		Y	Y	Har	W		O	No				20x4	W	W	F	S	F	Whitey Sport C-2
BRITISH																								
174	140	60	30	2	2		Y	N	Own	W		O	Ben	Y		Dun	750x125	S	S	F	S	F	Bristol Bulldog IIA
165	130	60	33	2.25	2		Y	N	Own	W		Y	Vic	Y		Dun	800x150	S	S	F	S	F	Bristol Type 118
120	95	52	25	1.25	2		Y	Y	Own	W		N				Dun	750x125	W	W	F	W	F	Bristol Type 89A
131	120	40	4.5	.1	1		Y	N	As	W	BTH	Y				Go	16x7	W	W	F	W	F	Comper Swift
130	120	45	4.5	.1	1		Y	N	As	W	BTH	Y				Go	16x7	W	W	F	W	F	Comper Swift Commercial
100.5	85	42	5.2		1	No	Y	Y			No		No	N	No	Dun	19x7	W	W	W	W	Plyw	DeHavilland Gipsy Moth
128	110	42			1	No	Y	Y					Ben	Y	No	Dun		W	W	W	S	Plyw	DeHavilland Puss Moth
156		56	27		5		Y	N	As	W		Y	Ben	Y	No	Dun	750x125	Ds-C	Ds-C	F	S,Du-T	F	Gloster Gnatsnapper II
166		64			2		Y	N	As	W		Y	Ben	Y	No	Dun	750x125	Ds-C	Ds-C	F	Du-T	F	Gloster Multigun Fighter
110	88	50			2		Y	N	As	W		N		Y	No	Pal	750x125	W	W	W	Alc	Alc	Saro Cutty Sark
100	80	50			2		Y	N	As	W		N	Pal	Y	No	Pal	750x125	W	W	W	Alc	Alc	Saro Cutty Sark
112	90	50			2		Y	N	As	W		N	Pal	Y	No	Pal	750x125	W	W	W	Alc	Alc	Saro Cutty Sark
104	83	50			2		Y	N	As	W		N	Pal	Y	No	Pal	750x125	W	W	W	Alc	Alc	Saro Cutty Sark
110	90	50			3		Y	N	As	W		N	Pal	Y	No	Pal	900x200	W	W	W	Alc	Alc	Saro Windhover
120	100	65			2		Y	N	Ha	Du		N		Y	No	Pal	1100x220	W	W	W	Alc	Alc	Saro Cloud
109	90	63			2		Y	N	Ha	Du		N		Y	No	Pal	1100x220	W	W	W	Alc	Alc	Saro Cloud
128	105	62			2		Y	N	As	W		N		Y	No	Pal	1100x220	W	W	W	Alc	Alc	Saro Cloud
118	95	60			2		Y	N	As	W		N		Y	No	Pal	1100x220	W	W	W	Alc	Alc	Saro Cloud
137	105	65	94	6	3	Own	Y	Y	As	W	Mar	Y						Du-T	Du	F	Du-C	Du	Short Kent
123	93	65	70	5	2	No	Y	Y	As	W	Mar	Y						Du-T	Du	F	Du-C	Du	Short Calcutta
141	110	70	68	4.5	2	No	Y	Y	As	W	Mar	Y						Du-T	Du	F	Du-C	Du	Short Valetta
					2	No	Y	Y	As	W	Mar	Y	Pal	Y	No	Pal	750x350	Du-T	Du	F	Du-C	Du	Short Valetta
105		44			1		Y	Y	As°	W			Pal	Y	No	Pal°	600x100°	W	W	F	W,L-W	L-W,F	Spar an
104		43			1		Y	Y	As°	W			Ben°	Y	No	Dun°	19x7°	W	W	F	W,L-W	L-W,F	Spartan Arrow
100		48			1		Y	Y	MP°	S								W	W	F	W,L-W	L-W,F	Spartan Arrow
122		62			3		Y	Y	As°	W		Y	Pal	Y	No	Pal	900x200	L-W	W,LW	L-W	Du-C	Du	Spartan
120		64			3		Y	Y	MP°	S		Y						L-W	W,LW	L-W	Du-C	Du	Spartan
108	85	57	55	2	2		Y	Y	Vic	W		Y						W	W	F,L-W	Du-C	Du	Supermarine South.Mk II
125	95	68	70	3	2		Y	Y	Vic	W		Y						Du-C	Du-C	F,Du	Du-C	Du	Supermarine Sea Hawk
120	90	58	95	3	2		Y	Y	Vic	W		Y						Du-C	Du-C	F,Du	Du-C	Du	Supermarine Air Yacht
					1		Y	N	As	W			Ben	Y		Dun	600x100	W	W	F	W	W	West'd Pterodactyl Mk IV
160	140	58	30	2	3		Y	Y	As	W		Y	Ben	Y	No	Dun	31.5x5.9	PS	PS	F	Du-T	F	Westland Wapiti
155	135	60	30	2	3		Y	Y	As	W		Y						PS	PS	F	Du-T	F	Westland Wapiti
108	95	54	17	.35	2	Own	Y	N	As	W		Y	Ben	Y	No	Dun	31x6	W	W	F	Du-T	F	Westland Wessex
118	104	55	24	.4	2	Own	Y	N	As	W		Y	Ben	Y	No	Dun	31x6	W	W	F	Du-T	F	Westland Wessex
FRENCH																								
Km.	Km.	Km.	L.	L.																				
240	195	120	330	6	5	Sch	Y	Y	Cha	Du	RI	Y	Mes	Y	No		1150x250	W	W	W	W	W	Bernard 60T
210			110	2	15			Y	Cha	Du	SFR	Y					1150x250	W	W	W	W	W	Bernard 80GR
267	250	98	80	4	5	No	N	No	Cha	Du	No	N	No	N	No		750x150	L-W	L-W	L-W	W	L-W	Bernard 74CI
245	220	85	170	5	2		Y	Y	Own	M		Y				Own	800x160	Du-C	Du-C	F	Du-T	F	Breguet 197
245	220	90	170	5	2		Y	Y	Own	M		Y				Own	1000x225						Breguet 230
240	215	80	140	4			Y	Y	Own	M		Y	Own	Y		Own	800x175	S	S	Du	S	Du	Breguet 270
220	200	90	160	5	3		Y	Y	Own	M		Y	Own	Y		Own	1000x225	Du-C	Du-C	F	Du-T	F	Breguet 284
255	230	85	170	5	4		Y	Y	Own	M		Y	Own	Y		Own	800x175	S	S	Du	S	Du	Breguet 330
245	220	92	250	7	4		Y	Y	Own	M		Y	Own	Y		Own							Breguet 392
245	220	85	280	8	2		Y	Y	Own	M		Y	Own	Y		Own	1000x225	S	S	Du	Du	Du	Breguet 411
175																								C.A.M.S. 37A
172																								C.A.M.S. 37C
205																								C.A.M.S. 50
220																								C.A.M.S. 53
205																								C.A.M.S. 55
225																								C.A.M.S. 58
290	250	90			1				N	Rat	Du		Dha	Y	No	Dha	700x125	Du	Du	F	Du	Du	Dewoitine D53
220	180	80			2				Y	Rat	Du	Y	Dha	Y	No	Dha	1000x225	Du	Du	Du	Du	Du	Dewoitine D28
230	200	89			2				Y	Rat	Du	Y	Dha	Y	No	Dha	1100x250	Du	Du	Du	Du	Du	Dewoitine D30
240	210	85			4				Y	Rat	Du	Y	Dha	Y	No	Dha	1100x250	Du	Du	Du	Du	Du	Dewoitine D31
200	180	80			2				Y	Rat	Du	Y	Dha	Y	No	Dha	800x150	Du	Du	Du	Du	Du	Dewoitine D35
250					16				Y	Rat	Du	Y	Dha	Y	No	Dha	1300x275	Du	Du	Du	Du	Du	Dewoitine D33
176	160				2		Y	Y	Cha°	W		Y	No	N	No		900x200	W	W	F	W	F,L-W	Farman F168
185	170				2		Y	Y	Cha°	W		Y	No	N	No		1000x180	W	W	F	W	F,L-W	Farman F160
185	175				2		Y	N	Cha°	W		Y	Mes	Y	No		750x150	W	Du-T	F	W	L-W	Farman F190
175	155				2		Y	Y	Cha	W		Y	Mes	Y	No		750x150	W	Fu-T	F	W	L-W	Farman F200
165	140				1		Y	N	Cha	W		Y	No	N	No		600x75	W	No	L-W	W	L-W	Farman F230
195	170				1		Y	Y	Lev	W		Y	No	N	No		600x75	W	No	L-W	W	L-W	Farman F231

Stu—Sturgess
Var—Varta
Wil—Willard

Propeller Make
Aero—Aeromarine
Am-P—American Propeller Co.
As—Airscrew Co.
Cha—Chauviere
C-R—Curtiss Reed
Fah—Fahlin
Fl—Flottorp
F-R—Fairey-Reed
Gar—Gardner
Gno—Gnome-Rhone
Ha—Hamilton Standard
Har—Hartzell
Hei—Heine
Lev—Levassor
Mer—Merville
M-P—Metal Propellers, Ltd.
Par—Paragon
Rat—Ratier
Sch—Schwarz
Std—Standard
Sto—Storey
Sup—Supreme
Wat—Watts

Brakes Make
A-F—Autofan
A-P—Aircraft Products
Aro—Aerofreino
Ben—Bendix
Dha—Dhainant
Fas—Fast
Go—Goodyear
Mar—Marelli
Mes—Messier
Pal—Palmer
Vic—Vickers

Wheels Make
AmW—American Wire Wheel
A-P—Aircraft Products
Bud—Budd
Dun—Dunlop
Elek—Elektron
Fas—Fast
Go—Goodyear Air Wheels
Han—Hanriot
Joh—Johnson
K-H—Kelsey Hayes
Mes—Messier
Pal—Palmer
P-D—Palmer, Dunlop
Rob—Robur

Structure and Covering Materials
Al—Aluminum
Alc—Alclad
Du—Dural
Du-C—Dural Channel
Du-T—Dural Tube
F—Fabric
L-W—Laminated Wood
PS—Pressed Steel Channel
S—Steel Tube
SA—Sheet Aluminum

Wings Type
D—Demountable
F—Folding
R—Rigid

Cabin Heater
Lab—Labinal
Lam—Lambert
Sch—Schneebeli

AIRPLANES OF THE

PLANE, MAKE AND MODEL	ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price $	Total Seating Capacity	Cu. Meter Capacity of Cargo Compartment	Overall Dimensions: Length (Meters)	Overall Dimensions: Height (Meters)	Overall Dimensions: Width (Meters)	Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Meters)	Weights: Empty (Kgs.)	Weights: Full Load (Kgs.)	Weights: Actual Pay Load (Kgs.)	Weights: Pay Load Per Eng. Hp. (Kgs.)	Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
FRENCH—Cont.																					
Farman F303		CLM.	Tr.		10		13.35	3.37	19.12	D	71.00	2737	4530			3-Gn. Rh. Titan 240	A-R.	720	1700	1700	Own
Farman F25C		CLM.	Tr.		5		10.50	3.00	12.11	D	31.74	1300	2300			1-Gnome Rhone 380	A-R.	380	1800	1800	Own
Hanriot LH10		LM			2		7.43	2.90	11.90	R	22.00	592	850			1-Lorraine	Air	100			CA
Hanriot LH21		LM			2		7.81	2.93	12.20	R	25.57					1-Lorraine	Air	120			CA
Hanriot LH431		LB	M-T		2		7.98	3.30	11.40	R	30.24	955	1370			1-Lorraine	Air	240			CA
Latecoere 290		CAM	T-C				14.65	6.08	19.25	D	58.20	2847	4794			1-Hispano 12Nbr	L-V.	650	2000	1000	Bri HM
Latecoere 500		CFM.	Ma			100	17.74	5.29	31.40	D	128.0	4565	10485	350	.3	3-Hispano 12Jb	L-V.	1200	2000	2000	Bri HM
Latecoere 501		CFM.	Ma,Tr		8	100	17.40	4.17	23.00	D	80.	4040	6360	890	.74	3-Hispano 12Jb	L-V.	1200	2000	2000	Bri HM
Latecoere 381		CFM.	Bo,Po				18.44	6.31	31.40	D	130.	6120	9280			2-Hispano 12Nbr	L-V.	1300	2000	1000	Bri HM
LeO H 199		CFB	Tr		7	1.5	13.40	4.15	18.30	R	72.40	2300	3850	600	1.	1-Gnome Rhone 7Kb	Air	600	1930	1930	CA
LeO H 27		CFM.	Ma		6	12.	21.50	6.50	37.	D	18.	9000	17300	600	.25	4-Hispano 12Lbr	L-V.	600	2000	1000	CA
Nieuport ND 540		CLM.	Ma		10		15.00	3.80	23.40	R	60.	2550	3850			1-Lorraine	L-	600			CA
Nieuport ND 62		OLB	Mi		1		7.50	3.0	12.	R	24.85	1398	1830			1-Hispano	L-V.	500			
Nieuport ND 641		CLM.	Ma,Po		3		9.45	3.19	15.40	R	30.87	1200	1900			1-Lorraine	Air	240			CA
Nieuport ND 82		OLB	Mi		1		7.50	3.00	12.00	R	28.0	1294	1600			1-Lorraine	L	500			CA
Potez 36		CLM.	C-T		2		7.57	24.70	10.44	F	20.0	444	760			1-Potez 6Ab	A-R.	90	1900	1900	PS
Potez 40		CLM.	Tr		8		14.97	3.52	20.16	R	67.	2755	4937			3-Gnome Rhone 7Kc	A-R.	1050	2000	2000	HM
S.A.B. DB 71		CLM.	Tr		30		20.0	6.0	37.0	R	206.	7850	13250			3-Lorraine	L	700			CA
S.E.C.M. Amiot 122		OLB	Bo		3		13.55	5.15	20.04	R	87.60	2653	4028			1-Lorraine	L	650			CA
S.E.C.M. Amiot 140		OLM.	Mi		4		17.00	3.50	24.46	R	100.0	4200	5690			2-Lorraine	L	700			CA
GERMAN																					
Focke-Wulf A-17	AT	CLM.	Pa,Fr	23335	10	65.0	13.0	4.	20.0	R	62.5	2450	4000	880	1.9	1-Siemens Jupiter	A-R.	480	2000	1000	CA
Focke-Wulf A-29	AT	CLM.	Pa,Fr	23335	10	65.0	14.8	4.	20.0	R	62.5	2710	4400	980	1.96	1-B.M.W. VI	L-V.	600	1500	1500	CA
Focke-Wulf A-32	AT	CLM.	Pa,Fr	12857	8	39.0	12.2	3.25	16.0	R	34.5	1465	2300	440	1.46	1-Junkers LV	L-L	310	1500	1500	CA
Focke-Wulf A-33	AT	CLM.	Pa,Fr	7976	4	9.4	9.65	3.0	12.0	R	22.0	670	1120	250	1.72	1-Walter Mars	A-R.	145	1600	1600	CA
Focke-Wulf S-24	AT	OLB	C-T	3071	2	3.2	6.3	2.25	8.9	F	19.5	390	650			1-Siemens SH 13	A-R.	78	1500	1500	HM
Focke-Wulf A-38	AT	CLM.	Pa,Fr	29286	13	130	15.4	9.3	20.0	R	62.5	2700	4400	1060	2.4	1-Siemens Jupiter	A-R.	480	2000	1000	CA
Heinkel HE 58	D1919	OSM.	Ma	25000	2	38.5	11.8	4.7	17.2	D	49.4	1800	3040	220	.5	1-B.M.W. Hornet	A-	525	1900	1900	
Heinkel HD 63		OBS	M-T	45000	2		8.0	3.0	10.0		30.1	880	1265			1-Argus As 10	A-R.	220	2000	2000	HC
Junkers A 50		OLM.			2		7.12	2.4	10.0		13.7	350	600	105		1-Genet	L-L	80	2300	2300	
Junkers A 50		OsM.			2		7.20	2.2	10.0		13.7	410	650	95		1-Genet	L-L	80	2400	2400	
Junkers W 33					3		11.14	3.89	17.76		44.0	1760	2700	514		1-Junkers L 5	L-L	310	1500	1500	
Junkers W 34					3		11.14	3.89	17.76		44.0	1740	2700	568		1-Jupiter VI	A-R.	485	1870	1870	
Junkers G 31					20		17.3	4.9	29.7		100	5410	8500	1010		3-A & S Major	A-R.	1575	1320	1320	
Junkers G 24		L			16		15.8	4.19	29.37		99.0	4330	7200	1290		3-Junkers L 5	L-L	930	1500	1500	
Junkers G 24		S			16		16.7	6.48	29.37		99.0	4330	7200	1290		3-Junkers L 5	L-L	930	1500	1500	
Junkers F 13		L			6		10.27	3.61	17.76		44.0	1190	2700	729		1-Junkers L 5	L-L	310	1500	1500	
Junkers F 13		S			6		11.14	3.89	17.76		44.0	890	2700	430		1-Junkers L 5	L-L	310	1500	1500	
BELGIAN																					
S.A.B.C.A. S XI		CLM.	Tr		20		16.9		22.0	D	95.0	4136	6600	1600	1.27	3-Gnome Rh. Jupiter	A-R.	1260	1775	1775	CA
S.A.B.C.A. S XII		CLM.	Tr		4		12.87	3.14	18.1	D	42.0	2100	2600	500	1.39	3-Renard	Air	360	1750	1750	CA
DUTCH																					
Pander DF	AT	OLM.	Sp	2075	1		4.95	1.65	8.0	D	10.8	170	280			1-A.B.C. Scorpion	A-H.	34	2300	2300	PS
Pander EF 85	AT	OLB	C-T	3600	2		6.50	2.65	10.0	D	17.7	412	700			1-Walter	A-R.	85	1750	1750	HM
Pander EG 100	AT	OLB	Sp	4000	2		6.85	2.65	10.0	D	17.7	435	800			1-Gipsy I	A-L.	100	1900	1900	PS
Pander EH 120	AT	OLB	Sp	4900	2		7.00	2.55	10.0	D	17.7	495	850			1-Gipsy III	A-L.	120	2000	2000	PS
Pander P 3	AT	OLM.	Sp	2400	2		6.86	2.08	9.4	D	14.5	490	850			1-Gipsy III	A-L.	120	2000	2000	PS
MEXICAN																					
Azcarte E-2		OLB	M-T		2		7.0	2.7	10.82	D	23.34	575	900	80	.48	1-Wright J 6	A-R.	165	2000	2000	PS
Azcarte O2U-4A		OLB	Bo		2		7.65	3.10	11.0	D	29.62	1090	1758			1-P & W Wasp C	A-R.	425	2000	2000	HC
SWEDISH																					
A.B. Junkers K37 bo L		OLM.	MiBoTC		3		11.4	4.5	20.14	D	54.25	2530	4300			2-A-S Jaguar	A-R.	920		1870	CA°
A.B. Junkers K43 fi L		OLM.	Bo,Po		4		10.7	3.18	17.76	D	44.00		3000			1-P & W Hornet	A-R.	575	2000	2000	In°
A.B. Junkers K43 fi W		OSM.	Bo,Po		4		11.14	3.89	17.76	D	44.00		3000			1-P & W Hornet	A-R.	575	2000	2000	CA°
A.B. Junkers K45 dy L		OLM.	Bo,T-C				18.5	6.36	29.5	D	110.5	3240	8000			1-Hispano 18 Sbr	L-W	1125	2000	1000	CA
A.B. Junkers K45 dy W		OSM.	Bo,T-C						29.5	D	110.5	4495	8000			1-Hispano 18 Sbr	L-W	1125	2000	1000	CA
A.B. Junkers K47 duo		OLM.	Mi		2		8.14	2.9	12.4	D	23.5	1060	1700			1-Wright Cyc. C-R	A-R.	525	1900	1900	In°

ABBREVIATIONS:

General
°—Others used
Apl—Applied for
AT—Approved Type
BAM—British Air Ministry
C-A—Certificate of Approval
Y—Yes
N—No
Var—Varies
Opt or O—Optional

Designed for
AA—Aerial Advertising
Bo—Bombing
C-T—Civilian Training
Fr—Freight
Ma—Mail
Mi—Military Pursuit
Mo—Military Observation
M-T—Military Training
Ob—Observation
P—Patrol
Pa—Passenger
Po—Photography
R—Reconnaissance
Sp—Sport
Tr—Transport

Type of Plane
A—Amphibion
B—Biplane
C—Cabin
F—Flying boat
G—Autogiro
L—Land plane
M—Monoplane
O—Open
S—Seaplane

Engine Make
A-S—Armstrong Siddeley
P & W—Pratt & Whitney

Engine Type
A-H—Air cooled horizontally opposed cyls.
A-L—Air cooled in line
A-R—Air cooled radial
L-L—Liquid cooled in line
L-V—Liquid cooled Vee type
L-W—Liquid cooled W type

Starter Make
Bri—Bristol
Ecl—Eclipse
Hey—Heywood
Huc—Hucks
Pob—Pobjoy

Method of Starting
CA—Compressed Air
EM—Electric Motor.
G—Gas starter
HC—Hand Crank
HM—Hand Magneto
In—Inertia
PS—Propeller Swinging

Propeller Material
A—Aluminum
C—Composition
Du—Dural
S—Steel
W—Wood
W-A—Wood or Aluminum
W-C—Wood & Composition

Battery Make
D-C—Dry Cells
Ed—Edison
Eve—Eveready
Exi—Exide
Hot—Hot Shot
Lab—Labinal
Mar—Marconi
RV—Ray Vac

WORLD—Continued

PERFORMANCE					EQUIPMENT														MATERIAL					PLANE, MAKE AND MODEL
			Fuel Consumption at Cruising Speed With Full Load						Propeller		Electrical		Brakes			Wheels		Wings			Fuselage		
Full Throttle Speed at Sea Level With Full Load K.P.H.	Cruis. Speed at 1000 m. (Full Load) Km. p. h.	Landing Speed (Full Load) Km. p. h.	Gas (Liters per Hr.)	Oil (Liters per Hr.)	No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Undercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Plane Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering	
																								FRENCH—Cont.
225	190	....	.....	.....	2	.....	Y...	Y...	Cha...	Du..	.....	Y...	Mes...	Y....	No...	.....	1150x250	W...	Du-T.	F....	W...	L-W...	**Farman** **F303**
250	220	....	.....	.....	2	.....	Y...	N...	Cha...	W..	.....	Y...	Mes...	Y....	No...	.....	800x175	W...	No...	L-W..	W...	L-W...	**Farman** **F250**
147	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Hanriot** **LH10**
155	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Hanriot** **LH21**
184	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Hanriot** **LH431**
200	196	100	130	2.6	1	.....	N...	N...	Rat...	Du..	Slem..	Y...	Mes...	Y....	No...	Mes...	115x250	W...	Du...	F....	Du...	Du....	**Latecoere** **290**
210	203	100	400	6	3	.....	....	....	Rat...	Du..	Slem..	Y...	.....	.....	.....	.....	.....	W...	Du...	F....	S,Du.	Du....	**Latecoere** **500**
217	200	100	400	6	3	.....	....	....	Rat...	Du..	Slem..	Y...	.....	.....	.....	.....	.....	W...	Du...	F....	Du...	Du....	**Latecoere** **501**
190	177	100	260	5	2	.....	....	Y...	Rat...	Du..	Slem..	Y...	.....	.....	.....	.....	.....	W...	Du...	F....	Du...	Du....	**Latecoere** **381**
210	200	90	150	6	4	.....	N...	Y...	Gno...	Du..	.....	Y...	.....	.....	.....	.....	.....	W...	W...	F....	W...	.....	**LeO** ..... **H 199**
225	200	95	490	20	4	.....	Y...	Y...	.....	Du..	.....	Y...	.....	.....	.....	.....	.....	Du...	Du...	L-W..	Du...	Du....	**LeO** ..... **H 27**
214	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Nieuport** ..... **ND 540**
270	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Nieuport** ..... **ND 62**
210	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Nieuport** ..... **ND 641**
271	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Nieuport** ..... **ND 82**
147	110	56	19	.75	..	.....	Y...	N...	Own	W..	No...	N...	Dha..	Y....	No...	.....	650x100	L-W	W...	F....	W...	F.....	**Potez** **36**
238	200	85	240	6	..	.....	Y...	Y...	Own	C..	.....	Y...	Aro...	Y....	No...	.....	1150x250	Du-C.	Du-C.	Du...	Du...	Du....	**Potez** **40**
220	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**S.A B.** ..... **DB 71**
210	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**S.E.C.M.** ..... **Amiot 122**
242	....	..	....	....	....	.....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**S.E.C.M.** ..... **Amiot 140**
																								GERMAN
201	175	90	131	7.7	2	Own	Y...	Y...	Hei.	W	Var.	Y...	Elek	Y....	No...	Elek	1250x250	W,LW	W,LW	L-W..	S....	L-W,F.	**Focke-Wulf** **A-17**
198	173	92	148	4.3	2	Own	Y...	N...	Hei.	W	Var.	Y...	Elek	Y....	No...	Elek	1250x250	W,LW	W,LW	L-W	S....	L-W,F.	**Focke-Wulf** **A-29**
190	162	80	80	3	2	Own	Y...	N...	Sch.	W	Var.	Y...	Elek	Y....	No...	Elek	965x150	W,LW	W,LW	L-W	S....	L-W,F.	**Focke-Wulf** **A-32**
161	145	75	39	1	2	Own	Y...	N...	Sch.	W	.....	.....	.....	.....	.....	Franz.	760x100	W,LW	W,LW	W,LW	S....	L-W,W.	**Focke-Wulf** **A-33**
150	125	65	22	.5	1	.....	....	Y...	Sch.	W	.....	.....	.....	.....	.....	Franz.	670x25	W,LW	W,LW	W,LW	S....	L-W,W.	**Focke-Wulf** **S-24**
204	168	85	131	7.7	2	Own	Y...	Y...	Hei.	W	Var.	Y...	Elek	Y....	No...	Elek	1250x250	W,LW	W,LW	L-W	S....	L-W,W.	**Focke-Wulf** **A-38**
204	163	..	100	5	2	No...	Y...	Y...	Std.	S.	Var.	Y...	.....	.....	.....	.....	.....	W...	W...	F....	S....	Du,F...	**Heinkel** ..... **HF 58**
190	175	75	62.5	2.5	1	No...	....	Y...	Sch.	W	Var.	Y...	Own	.....	.....	Own	760x1000	Al	W...	F....	S....	Du,F...	**Heinkel** ..... **HD 63**
170	140	77	20	16	..	.....	....	....	Sch.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **A 50**
165	135	80	20	16	..	.....	....	....	Sch.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **A 50**
181	150	104	70	50	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **W 33**
195	165	107	120	85	..	.....	....	....	Reed.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **W 34**
237	195	118	430	285	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **G 31**
210	175	109	210	150	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **G 24**
210	175	109	210	150	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **G 24**
198	165	104	70	50	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **F 13**
181	150	104	70	50	..	.....	....	....	Hei.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Junkers** ..... **F 13**
																								BELGIAN
220	190	100	....	....	4	.....	....	....	Lev...	Du..	.....	Y...	Dun...	Y....	No...	Dun...	1500x300	Du...	S....	Du...	S....	F.....	**S.A.B.C.A.** ..... **S XI**
170	150	100	....	....	..	Own	....	....	Own	W	.....	Y...	Dun...	Y....	No...	Dun...	.....	L-W	W...	L-W..	S....	F.....	**S.A.B.C.A.** ..... **S XII**
																								DUTCH
130	114	40	8	.55	1	.....	N...	No..	Own	W	.....	N...	.....	.....	.....	.....	650x80	W	W	F....	W	L-W	**Pander** ..... **DF**
163	130	78	18.5	1.1	2	.....	N...	Y...	Own	W	.....	Y...	.....	.....	.....	.....	650x85	W	W	F....	S.	F.....	**Pander** ..... **EF 85**
167	135	83.5	21.5	.4	2	.....	Y...	Y...	Own	W	.....	Y...	Ben.	Y....	.....	Ben.	650x125	W	W	F....	S.	F.....	**Pander** ..... **EG 100**
174	145	86	25	.5	2	.....	Y...	Y...	Ha...	S.	.....	Y...	Ben.	Y....	.....	Ben.	650x125	W	W	F....	S.	F.....	**Pander** ..... **EH 120**
210	180	98	25	.5	2	.....	Y...	Y...	F-R...	S.	.....	Y...	Ben.	Y....	.....	Dun...	19x7	W	W	F....	S.	F.....	**Pander** ..... **P 3**
																								MEXICAN
184	120	74	30	2	2	.....	Y...	Y...	Ha...	Al	No...	N...	No...	N....	No...	AmW.	26x4	W	W	F....	W	L-W	**Azcarte** **E-2**
230	180	92	76	5	2	.....	N...	Y...	Ha...	Al	Wil.	Y...	Ben.	Y....	No...	Ben.	32x6	W	W	F....	S.	F.....	**Azcarte** **O2U-4A**
																								SWEDISH
255	215	118	195	13	.....	.....	.....	Y...	F-R...	Du..	.....	.....	.....	Y....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K37 be L**
240	200	112	153	9	.....	.....	.....	Y...	Own	Du..	.....	.....	.....	Y....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K43 6 L**
225	185	112	133	9	.....	.....	.....	Y...	Own	Du..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K43 6 W**
225	185	85	215	11	.....	.....	.....	Y...	Hei.	W	.....	.....	.....	Y....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K45 dy L**
217	180	85	215	11	.....	.....	.....	Y...	Hei.	W	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K45 dy W**
290	240	107	120	8	.....	.....	.....	.....	Own	Du..	.....	.....	.....	Y....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**A.B. Junkers** .. **K47 duo**

Stu—Sturgess
Var—Varta
Wil—Willard

Propeller Make
Aero—Aeromarine
Am-P—American Propeller Co.
As—Airscrew Co.
Cha—Chauviere
C-R—Curtiss Reed
Fah—Fahlin
Fl—Flottorp
F-R—Fairey-Reed
Gar—Gardner
Gno—Gnome-Rhone
Ha—Hamilton Standard
Har—Hartzell
Hei—Heine
Lev—Levassor
Mer—Merville
M-P—Metal Propellers, Ltd.
Par—Paragon
Rat—Ratier
Sch—Schwarz
Std—Standard
Ste—Storey
Sup—Supreme
Wat—Watts

Brakes Make
A-F—Autofan
A-P—Aircraft Products
Aro—Aerofreino
Ben—Bendix
Dha—Dhainant
Fas—Fast
Go—Goodyear
Mar—Marelli
Mes—Messier
Pal—Palmer
Vic—Vickers

Wheels Make
AmW—American Wire Wheel
A-P—Aircraft Products
Bud—Budd
Dun—Dunlop
Elek—Elektron
Fas—Fast
Go—Goodyear Air Wheels
Han—Hanriot
Joh—Johnson
K-H—Kelsey Hayes
Mes—Messier
Pal—Palmer
P-D—Palmer, Dunlop
Rob—Robur

Structure and Covering Materials
Al—Aluminum
Alc—Alclad
Du—Dural
Du-C—Dural Channel
Du-T—Dural Tube
F—Fabric
L-W—Laminated Wood
PS—Pressed Steel Channel
S—Steel Tube
SA—Sheet Aluminum

Wings Type
D—Demountable
F—Folding
R—Rigid

Cabin Heater
Lab—Labinal
Lam—Lambert
Sch—Schneebeli

STATISTICAL ISSUE

AIRPLANE ENGINES

ENGINE MAKE AND MODEL	Dep't of Commerce License or ATC Number	CYLINDER DATA: Arrangement (1)	Cooling Medium (2)	Number of Cylinders	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Cylinder (3) Material	Number of Valves per Cylinder: Intake	Exhaust	Valve Location (9)	RATING: Mfrs. Rated H.P. at Specified R.P.M. At Sea Level	Max. Brake H.P. at Specified R.P.M. At Sea Level	Normal Crankshaft R.P.M.	Propeller Drive	CONSUMPTION: Per Brake H.P. Hour: Gasoline (Gals.)	Oil (Gals.)	Approx. Gallons Gasoline Per Hour	WEIGHTS: Engine Dry (Lbs.) Without Hub or Starter	Per Rated H.P. (Lbs.)	CARBURETORS: Make	Number (4)	Fuel Pump Supplied?	IGNITION SYSTEMS: Make (8)	Current Sources (5)	Number (4)	Spark Plug Make and Number per Cylinder	STARTING: Make	Method (6)	INSTALLATION DIMENSIONS (Ins.): OVERALL (7): Length	Height	Width	Height Above Engine Bed	Center to Center Engine Bearers	Price Complete (Dollars) At Factory
AMERICAN																																						
Aeromarine AR-3	74	Rad	Air	3	4½x4	160	5.0	118	8	1	1	I	50–2100	56–2375	2100	D			3	144		Str	1	N	Bos	Mag	2	BG-2		PS	23⅝	34	34¼			560
Aeromarine Salmson AD9		Rad	Air	9	2¾x3¾	182	5.6	109.5	2	1	1	I	40–2000	51–2000	1800	D	.09	.009	3.6	150	3.7	Zen	1	N	Own	Mag	1	Cha-1		PS	27½	25⅜	25½			560
American Cirrus	30	I-L	Air	4	4.33x5.12	302	5.4	123	3	1	1	I	90–2100	96–2100	1900	D	.54	.02	5	270	3	Str	1	N	Scin	Mag	2	AC-2		PS	38½	36⅝	19¾	22⅛		795
American Cirrus Inv.	60	I-L	Air	4	4.33x5.12	302	5.4	123	3	1	1	I	95–2100	96–2100	1900	D	.54	.02	5	272	2.92	Str	*1	N	Scin	Mag	2	AC-2		PS	43⅝	27⅜	19¾	5½		895
Bliss Jupiter 1750		Rad	Air	9	5¾x7½	1752	5.3	135	7	2	2	I	575–2000		1900	D	.50*	.025*		875		Str	1	Y	Scin	Mag	2	BG-2	Ecl	HC°	18¾	53¾				
Bliss Jupiter 1750		Rad	Air	9	5¾x7½	1752	5.3	140	7	2	2	I	600–2000		2000	G	.50*	.025*		940		Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	28¼	53¾				
Brownback A3		Rad	Air	3	3½x4.13	123	5.0	127		1	1	I	30–1800	36–2200	1800	D	.53*	.01*	2.75	93	3.1	Zen	1		Scin	Mag	1	-1			9⅝	32¾				
Continental A70	32	Rad	Air	7	4⅝x4⅝	544	5.4	122	2	1	1	I	168–2000	182–2200	1800	D	.54*	.03*	12	450	2.68	Str	1		Scin	Mag	2	AC-			16¾	42	42			2700
Curtiss Challenger R600	5	Rad	Air	6	5⅛x4⅞	603	5.2	121	7	1	1	I	185–2000	191–2000	2000	D	.061	.003	16.5	465	2.40	Str	1	N	Scin	Mag	2	BG-2	Ecl	HC°	19⅞	41¾				1675
Curtiss D-12	10	V-60	Wat	12	4½x6	1145	5.3	130	2	2	2	OH	435–2300	443–2300	2300	D	.090	.003	40	685	1.58	Str	2	Y	Scin	Mag	2	BG-2	Ecl	EM°	56¾	34¾	28¼	21$\frac{17}{32}$	15¾	8000
Curtiss Conqueror V1570C	6	V-60	Wat	12	5⅛x6¼	1569	6.1	126	2	2	2	OH	600–2400	625–2400	2400	D	.086	.003	54	845	1.40	Str	2	Y	Scin	Mag	1	BG-2	Ecl	HC°	64	39⅛	26⅜	25$\frac{17}{32}$	15¾	10000
Curtiss Conqueror GV1570C	7	V-60	Wat	12	5⅛x6¼	1569	6.1	123	2	2	2	OH	600–2450	620–2450	2450	G	.087	.003	54	925	1.54	Str	2	Y	Scin	Mag	1	BG-2	Ecl	EM°	68$\frac{27}{32}$	39⅛	26⅜	25$\frac{17}{32}$	15¾	11500
Curtiss Conquer. GIV1570C	7	V-60	Wat	12	5⅛x6¼	1569	6.1	123	2	2	2	OH	600–2450	620–2450	2450	G	.087	.003	54	925	1.54	Str	2	Y	Scin	Mag	1	BG-2	Ecl	HC°	68$\frac{27}{32}$	39⅛	26⅜	25$\frac{17}{32}$	15¾	11500
Hudson Hawk 6-100		Rad	Air	6	3⅞x5¼	372	6.0		6	2	2	L	100–1800	110–2000	1800	D	.55	.012		225	2.25	Str°	1	N	Scin	Mag	2	Opt-2	Opt	Opt	29	33			13	950
Hudson Hawk 3-I		Rad	Air	3	3⅞x5¼	186	6.0		6	2	2	L	50–1800	55–2000	1800	D				125	2.50	Zen°	1	N	Scin	Mag	2	Opt-2	Opt	Opt	29	33			13	475
Irwin 79		X	Air	4	2⅜x3	79	4.8	95	1	2	2	L	20–1730	24–2200	1800	D			1.6	58	2.9	Win	1		Bos	Mag	1	Bos-		PS	18	23		10	10	525
Jacobs LA-1	31	Rad	Air	7	4½x4¾	528	4.8	115	7	1	1	I	170–2125	189–2300	1900	D	.55*	.017*	10	390	2.23	Str	1	N	Scin	Mag	2	BG-2	Opt		23	44			14¾	
Jacobs L-3	75	Rad	Air	3	4.13x4¾	190	4.8	112	4	1	1	I	55–2125	55–2125	1900	D	.55*	.015*	3.5	174	3.09	Str	1	N	Scin	Mag	2	BG-2	Opt		19⅝	37			13½	
Kinner B-5	51	Rad	Air	5	5⅝x5¼	441	5.25	123	8	1	1	I	125–1925	132–1950	1925	D	.074	.001	9.8	295	2.36	Str°	1	N	Scin	Mag	2	BG-2	Ecl°	HC°	32⅝		45¾			
Kinner C-5	62	Rad	Air	5	5⅝x5¾	715	5.25	122	8	1	1	I	210–1900	240–1900	1900	D	.081	.002	17	420	2.0	Str°	1	N	Scin	Mag	2	BG-2	Hey°	CA°	34⅜		50			
Kinner K-5	3	Rad	Air	5	4¼x5¼	372	5.0	118	8	1	1	I	100–1810	105–1900	1910	D	.078	.001	7.8	285	2.58	Str°	1	N	Scin	Mag	2	BG-2	Ecl°	HC°	32⅝		45¾			
Kinner R-5		Rad	Air	5	4⅞x5¼	490	5.0	124	8	1	1	I	150–1950	166–2375	1950	D	.074	.001	11.1	300	2.0	Str	1	N	Scin	Mag	2	BG-2	Hey°	CA°	32⅝		45¾			
Lambert R266	38	Rad	Air	5	4¼x3¾	266	5.55		6	1	1	I	90–2375	90–2375	2100	D			8	216	2.4	Str	1	N	Scin	Mag	2	Cha-	Ecl	EM	30⅜	33	33			
Lambert Velie M-5	4	Rad	Air	5	4½x3¾	250	5.4		6	1	1	I	65–1950	65–1950	1800	D			6	234	3.4	Str	1	N	Scin	Mag	2	Cha-	Ecl	EM	30⅜	32⅛	32⅜			
LeBlond 60 5D	12	Rad	Air	5	4½x3¾	250	5.35	112	6	1	1	I	60–1900	74–2100	1800	D	.10	.002	6.25	222	3.7	Str	1	N	Scin°	Mag	2	Cha-2	Ecl	EM	22¼	32¾				1230
LeBlond 90 7D	20	Rad	Air	7	4½x3¾	350	5.35	107	6	1	1	I	90–2000	98–2100	1800	D	.10	.002	9.50	285	3.16	Str	1	N	Scin	Mag	2	Cha-2	Ecl	EM	23⅛	32¾				1610
LeBlond 70 5DE	48	Rad	Air	5	4½x3¾	250	5.35	113	7	1	1	I	70–1950	75–2075	1800	D	.10	.002	6.75	235	3.35	Str	1	N	Bos	Mag	2	Cha-2	Ecl	EM	22¼	33¼				1230
LeBlond 85 5DF	46	Rad	Air	5	4¼x3¾	266	5.4	120	8	1	1	I	85–2125	90–2250	1900	D	.087	.002	7.50	219	2.56	Hol	1	N	Bos	Mag	2	Cha-2	Ecl	EM	22¼	33¼				1400
LeBlond 110 7DF	52	Rad	Air	7	4¼x3¾	372	5.4	111.5	8	1	1	I	110–2150	119–2275	1900	D	.09	.002	9.75	275	2.5	Str	1	N	Scin	Mag	2	Cha-2	Ecl	EM	23⅛	33¼				2160
Lee D3		Rad	Air	3	4¼x4¼	181	5.5	132		1	1	I	60–2000	66–2200	2000	D	.58	.008	3.5	148	2.24	Str	1	N	Scin°	Mag	2	BG-2	No	No	13¾	37				858
Lee D5		Rad	Air	5	4¼x4¼	301	5.5	132		1	1	L	100–2000	110–2200		D	.058	.011	5.75	199	1.81	Str	1	N	Bos°	Mag	2	BG-2	No	No	13¾	37				
Light Tiger C400	33	Rad	Air	6	4.14x4.92		4.8	99.54	4	1	1	I	90–1700	90–1700	1700	D				183.5	2.93	Str	1	N	Bos	Mag	2	Cha-2			31	37	37		13	
Light Tiger 100		Rad	Air	6	4.13x4.93	397	5.2	108.7	4	1	1	I	108–1850	108–1850	1850	D	.52	.012	5.0	264	2.64	Str	1	N	Bos	Mag	2	Cha-2			31	37	37		13	
Light Tiger Kitten 20		Iv-L	Air	2	3.74x3.5		5.3	51.9	4				20–2500		2500	D	.65	.02		70			1	N	Bos	Mag	1	Cha-1			23	17	12	5½	10	
Light Tiger Kitten 30		Iv-L	Air	2	3.74x3.5		5.3	51.9	4				25–3000		3000	G				88			1	N	Bos	Mag	1	Cha-1			26	17	12	5½	10	
Lycoming R-680	42	Rad	Air	9	4⅝x4½	680.4	5.3	123	7	1	1	I	210–2000		1750	D	.55*	.025*		475	2.26	Str	1	N	Scin	Mag	1	HT-2	Ecl	EM	32⅝	43¼				
MacClatchie RLH 7	49	Rad	Air	7	4½x5½	612	5.0		2	1	1	L	160–2000		1900	D	.085	.012	13	439	2.85	Str	1	N	Scin	Mag	2	BG-2	Ecl	EM	27	36				
Martin 333	59	Iv-L	Air	4	4½x5¼	333	5.3	136	8	1	1	OH	120–2100	120–2100	2100	D	.48	.010	9.5	265	2.2	Zen	2	N	Scin°	Mag	2	Cha-2		PS	37⅞	33⅝	16⅞	10⅜	17¾	1800
Menasco Pirate B4	65	Iv-L	Air	4	4½x5½	326	5.5	115	3	2	2	I	95–2000	100–2250	1800	D	.09	.008	8.5	280	2.9	Str	1	N	Scin°	Mag	2	BG-2	Ecl	EM	47⅝	28⅜	13¼			1500
Menasco Pirate C4	67	Iv-L	Air	4	4⅜x5½	363	5.8	125	3	2	2	I	125–2175	135–2500	2000	D	.083	.001	10.4	288	2.3	Str	1	N	Bos°	Mag	2	BG-2	Ecl	EM	47$\frac{17}{32}$	28⅜	17$\frac{23}{32}$			1800
Menasco Buccaneer A6	69	Iv-L	Air	6	4½x5½	489	5.5	118	3	2	2	I	140–1925	155–2400	1800	D	.09	.008	12.6	365	2.6	Str	1	N	Bos	Mag	2	BG-2	Hey°	CA°	58⅜	27⅝	18½			2325
Menasco Buccaneer B6	68	Iv-L	Air	6	4½x5½	489	5.5	131	3	2	2	I	160–1975	180–2500	1800	D	.09	.008	14.4	365	2.3	Str	1	N	Bos	Mag	2	BG-2	Hey°	CA°	58⅜	27⅝	18½			2400
Moore AP-5	36	Rad	Air	5	4¾x5½	483	5.4	139	6	2	1	I	158–1880	162–1950	1880	D	.55	.015	9.0	379	2.4	Str	1	N	Scin	Mag	2	BG-2		PS	41½	44⅝				
Pratt & Whitney Wasp C-1	14	Rad	Air	9	5¾x5¾	1344	5.25	123.5	8	1	1	I	420–2000	450–2100	2000	D	.55*	.035*		715	1.70	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	28⅜	51½			23¾	
Pratt & Whit. Hornet A-2	15	Rad	Air	9	6⅛x6⅜	1690	5.0	130	8	1	1	I	525–1900		1900	D	.55*	.035*		795	1.49	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	30½	55⅛			23⅜	
Pratt & Whit. Hornet B-1	28	Rad	Air	9	6¼x6⅜	1860	5.0	125	8	1	1	I	575–1950		1950	D	.55*	.035*		840	1.44	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	30⅝	55⅛			23⅜	
Pratt & Whit. Hornet A-2	29	Rad	Air	9	6⅛x6⅜	1690	5.0	123	8	1	1	I	500–1900		1900	G	.60*	.035*		860	1.72	Str	1	Y	Scin	Mag	2	BG-2	Ecl	HC°	36$\frac{23}{32}$	55⅞			23⅜	
Pratt & Whit. Wasp Jr. A	39	Rad	Air	9	5⅝x5⅝	985	5.0	121	8	1	1	I	300–2000		2000	D	.55*	.035*		565	1.88	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	26⅝	45¾			23⅜	
Pratt & Whit. Wasp C-1	55	Rad	Air	9	5¾x5¾	1344	5.25	122	8	1	1	I	425–2050		2050	G	.60*	.035*		775	1.82	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	33¾	51½			23⅜	
Pratt & Whit. Wasp SC-1	58	Rad	Air	9	5¾x5¾	1344	5.25	125.5	8	1	1	I	450–2100		2100	D	.55*	.035*		715	1.59	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	28⅝	51½			23⅜	
Pratt & Whit. Wasp S1A	66	Rad	Air	9	5⅜x5⅜	985	5.0	140	8	1	1	I	400–2300		2300	D	.55*	.035*		565	1.41	Str	1	Y	Scin	Mag	2	BG-2	Ecl	HC°	26⅝	45¾			23⅜	
Pratt & Whit. Hornet B-1-G	28	Rad	Air	9	6¼x6¾	1860	5.0	122	8	1	1	I	575–2000		2000	G	.60*	.035*		925	1.59	Str	1	Y	Scin	Mag	2	BG-2	Ecl	HC°	47⅞	56⅝			23⅜	
Pratt & Whit. Hornet S2B1	28	Rad	Air	9	6¼x6¾	1860	6.0	125	8	1	1	I	575–1950	–8000	1950	D	.60*	.035*		840	1.46	Str	1	Y	Scin	Mag	2	BG-2	Ecl	EM°	30⅝	55⅝			23⅜	
Pratt & Whit. Hornet S2B1G	28	Rad	Air	9	6¼x6¾	1860	6.0	122	8	1	1	I	575–2000	–8000	1950	D	.60*	.035*		925	1.6	Str	1	Y	Scin	Mag	2	BG-2	Ecl	HC°	30⅝	55⅝			23⅜	
Ranger 6-390	57	Iv-L	Air	6	4x5⅛	386.4	5.2	120	2	1	1	OH	120–2150	125–2150	2150	D	.091	.003	10.9	350	2.92	Str	1	N	Scin	Mag	2	AC-2°	Ecl	HC°	50$\frac{17}{32}$	31$\frac{17}{32}$	19½	10⅝		
Ranger V-770		V-60	Air	12	4x5⅛	772.8	5.2	125	2	1	1	OH	270–2250	275–2250	2250	D	.091	.003	24.6	545	2.02	Str	2	N	Scin	Mag	1	BG-2°	Ecl	EM°	59⅝	27¼	28	8¾		
Ranger V-770-G		V-60	Air	12	4x5⅛	772.8	5.2	123	2	1	1	OH	300–1700	305–1700	2550	G	.091	.003	27.3	590	1.96	Str	2	N	Scin	Mag	1	AC-2 °	Ecl	EM°	60$\frac{21}{32}$	30⅝	28	11$\frac{23}{32}$		
Ranger V-770-S		V-60	Air	12	4x5⅛	772.8	5.0	141	2	1	1	OH	325–2400	330–2400	2400	D	.093	.003	29.6	565	1.73	Str	2	N	Scin	Mag	1	BG-2	Ecl	EM°	59⅝	31⅞	28	11$\frac{23}{32}$		
Ranger V-770-SG		V-60	Air	12	4x5⅛	772.8	5.0	141	2	1	1	OH	340–1700	350–1700	2550	G	.093	.003	30.9	625	1.84	Str	2	N	Scin	Mag	1	BG-2	Ecl	EM°	59⅝	31⅞	28	11$\frac{23}{32}$		

| | | |

AIRPLANE ENGINES—Continued

ENGINE MAKE AND MODEL	Dep't of Commerce License or ATC Number	CYLINDER DATA: Arrangement (1)	Cooling Medium (2)	Number of Cylinders	Bore and Stroke (Mm.)	Total Piston Displacement (Cu. Cms.)	Compression Ratio	Brake M.E.P. (Kgs. per Sq. Cms.)	Cylinder (3) Material	Number of Valves per Cylinder: Intake	Exhaust	Valve Location (9)	RATING: Mfrs. Rated H.P. at Specified R.P.M. At Sea Level	Max. Brake H.P. at Specified R.P.M. At Sea Level	Normal Crankshaft R.P.M.	Propeller Drive	CONSUMPTION: Per Brake H.P. Hour: Gasoline (Liters)	Oil (Liters)	Approx. Gallons Gasoline Per Hour	WEIGHTS: Engine Dry (Kgs.) Without Hub or Starter	Per Rated H.P. (Kgs.)	CARBURETORS: Make	Number (4)	Fuel Pump Supplied?	IGNITION SYSTEMS: Make (8)	Current Sources (5)	Number (4)	Spark Plug Make and Number per Cylinder	STARTING: Make	Method (6)	INSTALLATION DIMENSIONS (Meters): OVERALL (7): Length	Height	Width	Height Above Engine Bed	Center to Center Engine Bearers	Price Complete (Dollars) At Factory
FRENCH—Cont.																																					
Lorraine Orion		W-	Wat.	18	125x180	†39 760	6.0						700–2100	87⁰–2100	2100	G				568										CA	2.106	1.105	.926			
Lorraine Eider		V-	Wat.	12	170x165	†44.900	6.0						900–2200	1050–2200	2200	D				580										CA	1.869	.960	.750			
Lorraine Eider		V-	Wat.	12	170x165	†44.900	6.0						900–2200	1050–2200	2200	G				635										CA	1.950	.960	.750			
Renault 4Pb		I-L	Air	4	115x140	† 5.8	5.2	7.3	8	1	1	I	95–2000	102–2200	2000	D	‡230	‡ 7		135	1.34	Zen°	1	Y	Vol	Mag	2	Own 2		HC	1.387	.922	.543	552	351	
Renault 7a		Rad	Air	7	100x120	† 6.6	5.2	8.1	8	1	1	I	100–2000	131–2200	2000	D	‡250	‡10		130	1.3	Zen.	1	Y	Vol.	Mag	2	Own 2	Viet.	CA	.969	1.002	1.002			
Renault 9a		Rad	Air	9	125x150	†16.5	5.0	7.65	8	1	1	I	250–1820	280–2000	1820	D	‡230	‡ 8		255	1.27	Zen.	1	Y	Vol.	Mag	2	Own 2	Viet.	CA	.944	1.216	1.216			
Renault 12Jc		V-60	Wat.	12	125x170	†25	5.8	8.7	8	2	2	OH	500–2100	560–2310	2100	D	‡225	‡15		370	.74	Zen.	2	Y	Duc.	Mag	2	Own 2	Viet.	CA	1.268	1.068	.838	632	420	
Renault 12Jb		V-60	Wat.	12	125x170	†25	5.8	8.9	8	2	2	OH	500–1100	542–2220	2020	G	‡225	‡15		394	.79	Zen.	2	Y	Scin.	Mag	2	Own 2	Viet.	CA	1.647	1.066	.953	620	420	
Renault 12Kg		V-60	Wat.	12	134x180	†30.45	5.6	9.1	8	2	2	OH	550–1800	610–1980	1800	D	‡240	‡14		464	.85	Zen.	2	Y	SEV	Mag	2	Own 2	Viet.	CA	1.821	1.137	1.050	684	404	
Renault 12Ki		V-60	Wat.	12	134x180	†30.45	6.0	8.4	8	2	2	OH	580–1160	640–1270	2050	G	‡225	‡15		550	.91	Zen.	2	Y	SEV	Mag	2	Own 2	Viet.	CA	1.840	1.137	.896	620	404	
Renault 12Kl		V-60	Wat.	12	134x180	†30.45	5.6	8.5	8	2	2	OH	600–2050	650–2250	2050	D	‡225	‡15		483	.8	Zen.	2	Y	SEV	Mag	2	Own 2	Viet.	CA	1.862	1.090	1.050	620	404	
Renault 12Jbr		W-40	Wat.	18	125x170	†37.50	5.8	9.6	8	2	2	OH	700–1200	900–1500	2050	G	‡225	‡10		605	.86	Str.	1	Y	Duc.	Mag	2	Own 2	Viet.	CA	2.165	1.123	.980	740	434	
Salmson Ad9	Apr.	Rad	Air	9	7x8.6	29.80	5.6		2	1	1	I	40–2000	53–2100	2000	D	§.250	§.010		67.80	1.69	Zen.	1		Own	Mag	1	-1		CA	.225	.660	.694			
Salmson Ac5	Apr.	Rad	Air	5	10x13	5105	5.5		2	1	1	I	68–1800	79–1900	1800	D	§.250	§.015		113	1.88	Zen.	1		Own	Mag	1	-2		CA	.255	.940	.819			
Salmson Ac7	Apr.	Rad	Air	7	10x13	7147	5.5		2	1	1	I	95–1800	110–1900	1800	D	§.245	§.010		128	1.34	Zen.	1		Own	Mag	1	-2		CA	.255	.940	.937			
Salmson Ac9	Apr.	Rad	Air	9	10x13	9189	5.5		2	1	1	I	120–1800	142–1880	1800	D	§.250	§.010		174	1.45	Zen.	1		Own	Mag	1	-2		CA	.305	.950	.899			
Salmson Nc9	Apr.	Rad	Air	9	10x14	9900	5.5		2	1	1	I	135–1800	156–1900	1800	D	§.245	§.010		149	1.10	Zen.	1		Own	Mag	1	-2		CA	.260	.960	.935			
Salmson Ab9	Apr.	Rad	Air	9	12.5x17	18729	5.5		2	1	1	I	230–1700	260–1780	1700	D	§.250	§.020		265	1.15	Zen.	1		Own	Mag	1	-2		CA	.350	1.200	1.072			
Salmson Ac18	Apr.	Rad	Air	18	12.5x18	39780	5.0		2	1	1	I	500–1700	565–1780	1700	D	§.245	§.020		440	.88	Zen.	2		Own	Mag	1	-2		CA	.440	1.200	1.392			
Salmson 18 Cm b	Apr.	Rad	Wat.	18	12.5x17	37600	5.4		5	1	1	I	520–1650	565–1740	1650	D	§.235	§.015		460	.88	Zen.	2		Own	Mag	1	-2		CA	.440	1.200	1.370			
GERMAN																																					
Argus As8		Iv-L	Air	4	120x140	6333.5	5.3	7.5	2	1	1	I	110–2100	110–2100	1950		.3	.009	7.5	112.8	1.025	Sum.	1	N	Bos.	Mag	2	Bos-2	Own	HC	1.13	8	.405	.282	.326	
Argus As70		Iv-90	Air	8	120x140	12667	5.35	7.9	2	1	1	I	220–2000	220–2000	1920		.3	.009	15	193	.877	Sum.	2	Y	Bos.	Mag	2	Bos-2	Own	HC	1 043	.69	.854	.230	.340	
Junkers L5		I-L	Wat.	6	160x190	22920	5.5	8.4	5	1	1	OH	280–1450	310–1500	1450	D	.282	.012	19.2	326	1.05	Sum.	1	Y	Bos°	Mag	2	Bos-1	Own	CA	1.750	1.215	.560	.830		
Junkers L88		V-60	Wat.	12	160x190	45840	5.8	8.37	5	2	2	OH	650–1750	800–1870	1750	G	.294	.015	51.6	794	.99	Sum.	2	Y	Bos.	Mag	2	Bos-1	Own	CA	2.180	1.170	.965	.666		
Junkers L88a		V-60	Wat.	12	160x190	45840	5.8	8.5	5	2	2	OH	640–1750	800–1850	1750	G	.244	.015	51.6	848	1 06	Sum.	2	Y	Bos.	Mag	2	Bos-1	Own	CA	3.225	.175	.950	.666		
Junkers Jumo 4		I-L	Wat.	6	x290	28500	14.0	6.7	2					720–1700		G	.198	.018	30.4	805	1.13										1.700	1.600	.510	1.320		
CZECHO-SLOVAKIAN																																					
Walter NZ40		Rad	Air	3	105x120	3120	4.48		6	1	1	I	40–1600	45–1700	1600	D	‡225	‡13		72	1.8	Zen.	1		Scin.	Mag	2	-2		HC	.695	.965		.516	.300	
Walter NZ120		Rad	Air	9	105x120	9351	4.48		6	1	1	I	120–1600	130–1700	1600	D	‡235	‡ 8		166	1.27	Zen.			Scin.	Mag	2	-2	Viet.	CA	.741	.990		.551	.370	
Walter Polaris		Rad	Air	3	105x120	3120	5.15		6	1	1	I	50–1750	55–1850	1750	D	‡225	‡13		72	1.44	Zen.			Scin.	Mag	2	-2		HC	.695	.971		.516	.300	
Walter Vega I		Rad	Air	5	105x120	5195	5.15		6	1	1	I	85–1750	90–1800	1750	D	‡225	‡ 8		102	1.2	Zen.			Scin.	Mag	2	-2	Bos.	HM	.776	.946		.531	.288	
Walter Venus I		Rad	Air	7	105x120	7273	5.15		6	1	1	I	115–1750	120–1800	1750	D	‡225	‡12		132	1.15	Zen.			Scin.	Mag	2	-2	Viet.	CA	.806	.946		.562	.320	
Walter Mars I		Rad	Air	9	105x120	9351	5.15		6	1	1	I	145–1750	150–1800	1750	D	‡225	‡ 8		162	1.12	Zen.			Scin.	Mag	2	-2	Viet.	CA	.829	.996		.562	.370	
Walter Regulus II		Rad	Air	5	135x160	11451	5.7		6	1	1	I	185–1800	200–1900	1800	D	‡232	‡17		218	1.18	Zen.			Scin.	Mag	2	-2	Ecl.	EM	1.104	1.185		.720	.420	
Walter Castor I		Rad	Air	7	135x170	17633	6.0		6	1	1	I	240–1750	260–1850	1750	D	‡230	‡16		250	.96	Zen.	1		Scin.	Mag	2	-2		CA	1.131	1.190		.723	.480	
Walter Pollux II		Rad	Air	9	135x170	21900	6 0		6	1	1	I	320–1800	350–1900	1800	D	‡225	‡12		290	.9	Zen.	1		Scin.	Mag	2	-2	Viet°	CA°	1.220	1.254		.720	.496	
Walter Jupiter VI		Rad	Air	9	146x190	28628	6.5		6	2	2	I	450–1750	480–2000	1750	D	‡225	‡18		387	.86	Zen.	1		Scin.	Mag	2	-2	Viet.	CA	1.054	1.400		.710	.534	
Walter Atlas I		Rad	Air	9	165x180	34640	5.3		6	1	1	I	600–1900	650–1950	1900	D	‡230	‡14		180	.8	Zen.	1		Scin.	Mag	2	-2	Elc°	EM°	1.333	1.470		.895	.600	
Walter Packard Diesel		Rad	Air	9	122x152	16091	16.0		6	1	1	I	225–1950		1950	D	‡186	‡16		282	1.25								Elc	EM	.933	1.160		.623		
Walter Junior 4		Iv-L	Air	4	115x140	5816	5.2		6	1	1	I	108–2000	120–2200	2000	D	‡235	‡10		130	1.1	Cla°	1		Scin.	Mag	2	-2	Ecl.	EM	1.152	.735	.526	.550	.540	

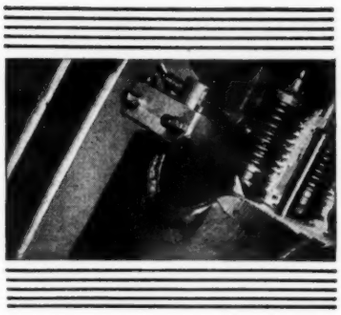
ABBREVIATIONS:

*—Lbs.
°—Others also
†—Litres
¶—Pints
‡—Grammes §—Kilogram
AC—AC Spark Plug
AM—Air Ministry Approval
Apr—Government Approval
B.M.—Battery and Magneto
Bos—Bosch
BTH—British Thompson Houston
Bat—Battery
CA—Compressed Air
Cha—Champion
Cla—Claudel
Coz—Cozette

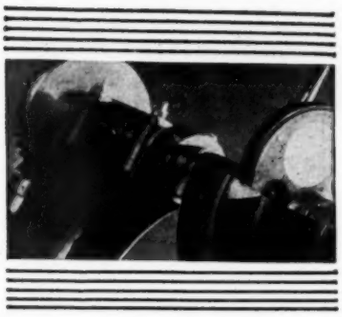
CYLINDER MATERIAL

1—Aluminum with cast-iron liner
2—Aluminum with steel liner
3—Cast-iron
4—Cast-iron with aluminum head
5—Built-up steel forging by welding
6—Nickel iron
7—Nitralloy
8—Steel forging with Aluminum head
9—Steel
10—Cast-iron head steel barrel
11—Built-up steel forging and water jacket with Aluminum head

D—Direct
Duc—Ducellier
Ecl—Eclipse
EM—Electric Motor
G—Gear
HC—Hand crank
Hey—Heywood
Hol—Holley
Hor—Horizontal
HT—Hurley Townsend
I—In head
I-L—In line
Iv—Inverted
Iv-L—Inverted in line
L—Valves at side
Log—Lodge
Mag—Magneto
N, No—No or none
Opt—Optional
P.S.—Propeller Swing
Rad—Radial
Sal—Salmson
Scin—Scintilla
Sol—Solex
Str—Stromberg
V—Vee type
Var—Varies
Vert—Vertically opposed
Vit—Viet
Vol—Voltex
"W"—Three banks of cylinders
Wat—Water
Watf—Watford
Win—Winfield
X—Four banks of cylinders
Y—Yes
Zen—Zenith



NEWS OF THE INDUSTRY



Motorists Pay Tenth of Tax

Sloan Says Owners Carry Unfair Burden

WASHINGTON, Feb. 24—Special motor vehicle taxes, paid largely to the states, now amount to one dollar out of every $1.76 paid in state taxation for all purposes, according to Alfred P. Sloan, president of General Motors Corp. and a director of the National Automobile Chamber of Commerce.

"These levies against motor transportation amount to one dollar out of every ten collected by the Federal, state and local authorities each year, and equal to one-fourth of the total Federal budget of $4,000,000,000.

"Broken down, the figures disclose that, while 13 per cent of the vehicles are motor trucks, the owners of these essential units in transportation pay 27 per cent of the special vehicle taxes or $270,000,000.

"As long as these taxes are used for construction and maintenance of the roads over which these vehicles travel, and as long as the amount is limited to a fair share of the cost, no one can object," said Mr. Sloan.

"These taxes are already in excess of all expenditures in the state systems which comprise most of the roads of general use.

"But the difficulty is that there is a sharp upward trend evident in all directions. Everywhere the tax collector is seizing upon the motor vehicle as a conspicuous and easy instrument for taxation for all kinds of purposes.

"Increased gasoline levies, higher registration fees and recently proposals for Federal excise taxes are leveled at the user of the motor vehicle.

"Sometimes he is asked to pay for the propagation of oysters. Again it is unemployment relief. Or it may be for waterways, etc."

Up forward, we present the Fourteenth Annual Statistical Issue of *Automotive Industries*.

We show a dozen new tables of statistical data and an augmented mechanical specifications section, thanks to the wholehearted cooperation of factories and associations here and abroad.

We know that you, our readers, will be grateful throughout 1932 as you use this compilation, made possible by scores of statisticians and engineers, government and state officials. To these—our associates in this enterprise—let us extend *your* thanks along with ours.—*The Staff.*

Just before Sir Malcolm Campbell tore across the sands of Daytona Beach for the world's record, an American "knight of the roaring track" announced he will drive a Harry A. Miller racer in an attempt to win the record for the U. S.

The car will be powered with two 16-cylinder engines, which will develop 2800 hp.

The U. S. Rubber and Goodrich offer colored tires; and an inventor has molded thin, chrome-plated chain mail to tire sidewalls. Brightening highways, what?

THE NEWS TRAILER

Roars 254 m.p.h. To New Record

Sir Malcolm Campbell Clips 8¼ m.p.h. From Mark. Hits 267½ m.p.h.

DAYTONA BEACH, FLA., Feb. 25—Sir Malcolm Campbell, 47-year-old British speed king, of England, drove his 12-cylinder Napier-powered Blue Bird at an average speed of 253.968 m.p.h. at Daytona Beach, Fla., yesterday, establishing a new world's automobile speed record. He surpassed by 8.235 m.p.h. his former mark of 245.733.

He made two runs over a measured mile course. On his first trip, southward along the beach, he attained a speed of 267.459 m.p.h. Returning northward, he was timed at 241.773 m.p.h.

Before making his first run, Sir Malcolm said he would drive his 1500 hp. car southward to test the course, indicating he would not attempt record speed on this drive.

(Turn to page 370, please)

Five Nash Lines List From $777

One Six and Four Eights Are Offered

KENOSHA, WIS., Feb. 27—Five series of automobiles, one with a six-cylinder and four with eight-cylinder engines, will be included in the Nash line for 1932, it was announced today.

The five series of cars consist of the 1060 L-Head Big Six, the 1070 L-head Standard Eight, the 1080 overhead-valve Special Eight, and the 1090 overhead valve Advanced and Ambassador Eights. Prices range from $777 to $2,055.

The 27 body models which make up the line are of an entirely new design and are characterized by longer

(Turn to page 369, please)

Orders 2000 Ford Chassis

DETROIT, Feb. 25—The U. S. Post Office Department has placed an order for 2000 Ford truck chassis, 500 with 1800 lb. gross load capacity and 1500 with 4200 lb. gross load capacity.

This is said to be the largest single order for trucks placed by the government since the war. Deliveries will be made as bodies—to be contracted for—are completed. It is reported that contracts for truck bodies were given to General Motors and the Mifflinburg Body Co., Mifflinburg, Pa.

Asks for Dissolution

TRENTON, N. J., Feb. 24—Michelin Tire Co., Milltown, N. J., has filed a petition with the Secretary of State here asking for a dissolution of the concern. The company manufactured tires for many years and failed more than two years ago. The factory is now for sale.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries

NEW YORK, Feb. 25—The more optimistic feeling in this country during the last few weeks has not yet resulted in any material improvement in business. There is still a fair degree of caution, and collections remain very slow.

However, the stock, bond, and some commodity markets have improved conspicuously. The grain markets last week were higher, and cotton prices advanced. China, Japan, India, and Europe are buying American cotton because of the cheapness of the American product and the relatively better quality.

SLIGHT EMPLOYMENT GAIN

A supplementary report of the Department of Labor covering conditions in December shows an increase in employment in that month of 0.7 per cent., as compared with that in November and an increase of 0.3 per cent in payroll totals.

CHAIN STORE SALES DOWN

Sales of 36 store chains during January totaled $206,004,097, which marks a decrease of 8.21 per cent below those a year ago. Sales of three mail order houses during January totaled $33,082,282, as against $42,204,736 a year ago.

BUILDING OFF

Construction contracts awarded in 37 Eastern States during January, according to F. W. Dodge Corporation, totaled $84,798,400, which marks a decrease of 45 per cent below those during the preceding month and a decrease of 63 per cent below those a year ago.

WEEK'S LOADING INCREASE

Railway freight loadings during the week ended Feb. 6 totaled 574,756 cars, which marks an increase of 13,599 cars above those during the preceding week, but a decrease of 144,297 cars below those a year ago and a decrease of 311,945 cars below those two years ago.

EXPORT LEVEL LOW

The level of foreign trade during January was very low. Exports totaled only $150,000,000, as against $249,598,000 a year ago, while imports amounted to $136,000,000, as against $183,148,000.

FISHER INDEX HOLDING OWN

Professor Fisher's index of wholesale commodity prices for the week ended Feb. 20 stood at 63.7, as against 63.6 the week before and 64.2 two weeks before.

BANK DEBITS DOWN

Bank debits to individual accounts outside of New York City during the week ended Feb. 17 were 28 per cent below those a year ago.

STOCK MARKET LIVELY

The anticipated benefits of the Glass-Steagall bill brought renewed buoyancy and further sharp rises on the stock market last week, despite some very important dividend reductions and omissions. The bill has been rushed through both houses of Congress with great speed. The volume of transactions was heavy, and prices for the week showed substantial net gains.

RESERVE HOLDINGS STABLE

The consolidated statement of the Federal Reserve banks for the week ended Feb. 17 showed no change in total holdings of bills and securities. Holdings of Government securities remained unchanged, and the increase in holdings of discounted bills was practically offset by the decrease in holdings of bills bought in the open market. The reserve ratio on Jan. 17 was 67.4 per cent, as against 67.6 per cent a week earlier and 67.1 per cent two weeks earlier.

O'Dea Heads M.A.T.A. for Year

DETROIT, Feb. 22—J. M. "Pat" O'Dea assumed the presidency of the Michigan Automotive Trade Association at the first meeting of the fiscal year of the board of directors of the state dealer body last Tuesday. Wayne S. Pickell, manager of the Packard Motor Car Co.'s Detroit branch, was selected by the directors to fill out the unexpired term of Mr. O'Dea. James C. Decker of Hillsdale was elected by the board to the remaining vacancy on the board, occasioned by the elevation of Fred O. Pinkham of Jackson to the office of vice-president.

In planning the year's activities of the M.A.T.A., President O'Dea announced that Director Aaron DeRoy, Detroit, would serve during the year as chairman of the membership committee and named as the other members of this committee the following: Arthur Gallup, Ann Arbor; Oral H. Olmstead, Battle Creek; Charles A. Mitchell, Bay City; Clyde Applegate, Flint; Amos Gezon, Grand Rapids; Frank Herrick, Jackson; N. J. Bauman, Kalamazoo; J. J. Stockay, Lansing; J. B. Dean, Mason; O. R. Dickerson, Mount Clemens, a director; William DeVette, Muskegon, a director; Ray C. Dull, Monroe; E. L. Paige, Pontiac; John C. Cawood, Port Huron; Eric F. Weineke, Saginaw; Chris Niffenegger, South Haven; W. R. Fotte, Traverse City; E. G. Wiedman, Ypsilanti.

J. F. Barr

DETROIT, Feb. 23—J. F. Barr, secretary and treasurer of the Gear Grinding Machine Co., Detroit, died of heart failure last week after one year's illness.

Federal Screw Reports Loss

DETROIT, Feb. 17—Federal Screw Works and subsidiaries have reported a net loss of $309,340 after all charges for the year ending Dec. 31, amounting to $1.95 per share on 158,500 shares common stock. Consolidated balance sheet shows current ratio of 7.53 to 1 as compared with 5.81 to 1 at close of previous year.

Hupp Sales Gain

DETROIT, Feb. 24—Hupmobile January sales were 20 per cent ahead of December and indications are that February shipments will exceed January. Hupmobile plants are now operating on eight hours a day, four week basis.

Gemmer Reports Loss

DETROIT, Feb. 22—Gemmer Mfg. Co. reported net loss of $230,103 for year ended December 31, 1931, compared with a net profit of $265,455 for the previous year.

Total current assets were listed as $818,851 against current liabilities of $68,812.

Stable Steel Plan Misfires

Confusion Takes Place as Upward Prices Fail to Book More Orders

NEW YORK, Feb. 23—So far more confusion than business at higher prices has resulted from attempts to "stabilize" the steel market by marking slightly upward the levels at which business has been done of late.

When this movement first got under way, it was thought that the traditional method of announcing advances for the next quarter would be followed. Thereby the placing of commitments at old prices would be stimulated and, if volume of demand justified it, the expiration date for specifications and shipments could then be so set that there could be relatively little second quarter business placed at first quarter prices.

The program of making these higher prices immediately effective came as somewhat of a surprise to many.

In some of the market comments it has been given the appearance of being the steel market's answer to Henry Ford's strictures on price advances by material suppliers. Some Ford releases for alloy steels are reported to have come through, but if any round lots of sheets and strip steel have been ordered, the market is in the dark regarding it. This, however, would not be the first time this has happened.

The tonnage hunger of rolling mills is still so great that even the often heard: "you can't make any money on Ford orders" will hardly restrain competitive enthusiasm. Meanwhile there has been little change in the extent of automotive demand, other buyers apparently being again in a mood of wanting to wait to see which way the cat jumps.

Pig Iron—Shipments of foundry and malleable iron to Middle West automotive foundries are well maintained with the market at $16, Cleveland or Pittsburgh district furnace.

Aluminum—Automotive demand for both virgin and remelt metal is running light. Prices are unchanged.

Copper—In the absence of official statistics, trade estimates place existing American stocks at 1,550,000,000 lb. compared with 1,200,000,000 lb. at the end of last year—world stocks being estimated at approximately 1,750,000,000 lb., the heaviest surplus tonnage ever recorded. Conferences between American and South African producers with a view to cutting down production further were resumed on Tuesday. The market is unchanged.

Tin—The market was a shade weaker at Tuesday's opening, due to declines in London. Spot Straits is quotable at 22⅛ @ 22¼ cents.

Lead—Quiet and unchanged.

Zinc—Firmer, but unchanged.

Ainsworth Declares 50c Special Dividend

CHICAGO, Feb. 22 — Directors of Ainsworth Mfg. Co. have declared special dividend of 50 cents a share on capital stock. No dividends were paid by the company last year, quarterly payment of 25 cents due Feb. 1, 1931, having been omitted. The company announces net loss for 1931 of $144,166 after all charges, compared with net profit in 1930 of $298,501, or $1.83 a common share. Loss for 1931 was entirely sustained in the final quarter, the report for nine months to Sept. 30, having shown net income of $4,152.

Berry Now Heads Udylite Advertising

Edward F. Berry has been appointed advertising manager for the Udylite Process Co., Detroit. This concern is the licensor of the Udylite process of applying protective coatings of electrolytic cadmium to metal surfaces for corrosion prevention.

Formerly with the Aluminum Co. of America as research chemist, he was editor of *Metal Cleaning and Finishing* before joining the Udylite Process Co.

deSahknoffsky Directs Packard Art Division

DETROIT, Feb. 23—Alex W. deSahknoffsky has been appointed consulting art director of Packard Motor Car Co., according to an announcement by Edward Macauley, head of the recently created styling division.

Heads St. Louis Ryerson Plant

Harold B. Ressler, vice-president, Joseph T. Ryerson & Son, Inc., heads the management of the St. Louis plant. He was formerly the St. Louis plant manager for 15 years.

In his absence R. B. Wilson, manager of sales of the Ryerson St. Louis plant, will be the senior resident executive.

Tjaarda Joins LeBaron

John Tjaarda has resigned from Fisher Body Corp. to join the staff of LeBaron, Inc., custom body subsidiary of Briggs Manufacturing Co. Mr. Tjaarda is known particularly for his work in connection with rear engine car designs.

Robbins Plants Will Be Opened

FLORENCE, ALA., Feb. 24—Plants of the Robbins Tire & Rubber Co., acquired recently from the Rubber Products Corp., Alabama, are expected to be in operation within 30 days. E. C. Robbins, formerly of Dayton, Ohio, president, said automobile fan belts will be made. Approximately 150 workers recruited will be employed in the plants as soon as equipment is installed.

Essex Wire Buys the N. Y. Insulated Wire Co.

DETROIT, Feb. 23—The Essex Wire Corp., manufacturers of automotive wire, cable and harnesses, have acquired the New York Insulated Wire Co. of Wallingford, Conn. This consolidation gives the Essex Wire Corp. a combined net worth of about $3,000,000.

What of Russia?

Next week *Automotive Industries* presents the first comprehensive, authoritative description of what Soviet Russia is doing to make its automotive program a vital part of the Five-Year Plan.

Written by Walter Carver, who has just terminated a two-year assignment as special representative in Russia of the General Motors Export Co., the article brings an alert, incisive point of view to bear on what may soon be the world's greatest automotive market. The first instalment of Mr. Carver's article will appear in the March 5 issue, and the remainder of the article in an early issue thereafter.

U. S. Cars Seek Mongolian Route

SHANGHAI, Feb. 11—Seeking a route across the inner Mongolian desert, a caravan of low-priced American cars have left Kalgan, Chihli, north of Peiping, for a trip to far-off Eastern Turkestan,

The trip was organized locally to discover whether it will be possible to open up the wealth of this inner portion of China by the use of motor transportation. At present it takes from 70 to 100 days by camel to make the trip which, it is estimated, motor caravans could accomplish in 10 days or less.

Chinese authorities in Sinkiang are understood to be especially eager to find a satisfactory outlet from their province through to North China.

Jay Heads a.c.f. Sales

Frank Jay, formerly a.c.f. bus representative in New England territory, was elected vice-president of American Car & Foundry Motors Co., succeeding W. L. Stancliffe, resigned. He will immediately assume direction of the a.c.f. automotive sales organization.

Outboard Builds Bicycle Engine

¾ hp. Unit Capable of 30 m.p.h., Milwaukee Company Announces

MILWAUKEE, Feb. 22—The Outboard Motors Corp., manufacturer of Evinrude, Elto and Lockwood outboard motors, announced that it will start immediate production of engines for propelling bicycles.

The ¾-hp. engine attaches to the frame behind the driver's seat in much the same fashion as an outboard motor is attached to the stern of a boat. Its use does not interfere with conventional use of the bicycle, and the engine is so light in weight that even when left attached offers no particular burden to the cyclist when not in operation.

The new unit, to be known as the "Speedbike," can propel the bicycle and an adult at speeds up to 30 m.p.h.

Five Nash Lines List from $777

(Continued from page 367)

and lower construction, vee-radiators, longer hoods, sloping windshields, door-louvers, beaver-tail rears, and fender and molding treatment accentuating the appearance of length.

Single-bar, full-width bumpers are standard front and rear throughout the line, as are metal tire covers. Overall height has been reduced in every case, and all bodies have more leg and elbow room.

Ride control and free wheeling are standard equipment. All models have unusually stiff X-type frames, longer wheelbases, more power, rifle-drilled aluminum connecting rods, floating piston pins, Purolators, Viscon oil coolers (except on 1090), larger tires on wood or wire wheels with drop center rims, longer springs, new oil-tight universals of Nash design, and wider treads.

Centrifuse brake drums are used on all eight-cylinder cars, while the three overhead-valve eights have worm gear-driven rear axles.

Unusual precautions have been taken to secure quiet operation. Bodies, of course, are all soundproofed and in addition rubber has been used very generously to prevent the transmission of noise and vibration. Rear axles are rubber-insulated from the springs, and the same is true of the exhaust piping and mufflers. Complete description will appear in next week's issue of *Automotive Industries.*

Roars 254 m.p.h. To New Record

Sir Malcolm Campbell Clips 8¼ m.p.h. From Mark; Hits 267½ m.p.h.

(Continued from page 367)

A few minutes later the powerful car hurtled past the timing tower and disappeared in smoke down the beach.

Before A.A.A. officials could compute the time for this run, the course telephone operators announced he was returning and in a few minutes he drove northward against the wind, completing the entire record performance and covering 24 miles in less than 15 minutes.

After setting the new record, Sir

Sir Malcolm Campbell

Malcolm said he was much disappointed and wished to try again, but the tide had set in and officials advised him not to repeat the attempt today. He immediately announced that if conditions were favorable tomorrow he would go for all records including the five and 10-mile marks.

"I estimate the velocity of wind across the course today at 35 m.p.h.," he said, "and besides losing speed going north, I had to fight the wind all the way to keep it from blowing the car clear off the course."

The skin on the palm of the left hand split open from gripping the wheel, and both were blistered. He said the course was inferior to that of last year, when he set the record of 245 m.p.h., and added that today he drove through four patches of water.

Going south, he said, the car picked up splendidly all the way and reached a maximum of 270 m.p.h., according to a tachometer reading, which showed a maximum of 3750 r.p.m., but returning north the best he could get out of the engine was 3400 revolutions.

He declared that on his windward run he had passed the measured mile before reaching maximum speed.

Sir Malcolm took a 5½-mile rolling start for each run, driving without difficulty under the 45-ft. arch of an ocean pier at a speed of 100 m.p.h.

Mack Shows 515,915 Profits

NEW YORK, Feb. 24—Mack Trucks, Inc. (International Motors), in its report for 1931 shows a profit of $515,915. Provision was made before this profit for depreciation and extraordinary charge totaling $3,548,325. Total sales for the year were $27,621,047, as compared with $43,644,097 for the previous year. Cash and government securities on hand as of Dec. 31, 1931, were $7,041,222, as compared with $3,115,793. Net current assets amounted to $29,464,752.

Holds Conditions Better in England

MONCTON, N. B., Feb. 24—Business conditions are improving in Great Britain, according to R. C. Hoult, works manager for the Chrysler-Dodge in Great Britain, who is returning to London.

British manufacturers, he said, are waking up to the fact that they must go after business to retain trade and expand.

The chassis and engine of the Chrysler-Dodge cars are shipped from the United States and assembled near London. The body and other fittings are manufactured in the British plant.

American Tool To Hold Show

CINCINNATI, Feb. 24 — Confidence in the future of the machine tool industry is evidenced by the elaborate demonstration and exhibition of its new models by the American Tool Works Co. at its plant during March 7 to 12.

A feature of this demonstration will be the performance of the new super-lathe, developed for the General Electric Co., primarily for testing cemented carbide cutting tools to establish their maximum commercial speed and feed rates on ferrous and non-ferrous metals.

This lathe represents a radical departure from long established principles of lathe design and although its swing capacity is limited to 22 in., it is proportioned to transmit the full capacity of its 100 hp., 6 to 1, adjustable speed driving motor.

Pangborn Advances Rosenberger

W. A. Rosenberger has been named chief engineer of the Pangborn Corp., of Hagerstown, Md. A native of Switzerland, he graduated in 1909 from the Polytechnikum at Zurich, and came to the United States.

Rolls-Royce Receivership Denied

NEW YORK, Feb. 24—Petition by a stockholder for appointment of receiver for Rolls-Royce of America, Inc., was denied yesterday by Federal Judge Henry W. Goddard. The judge said the plaintiff had failed to make out a case.

Sees Delays In New Ford

Releases to Parts Suppliers Held Up According to Reports

DETROIT, Feb. 25—Even greater delay than previously was anticipated in getting into production on its new cars is indicated by a holdup on production released to parts suppliers from Ford Motor Co. this week.

While Ford's announcement of plans has had the effect of paralyzing sales—even in price classes over $1,000—it is becoming evident that Ford will not be able to capitalize on this delayed buying for several months to come.

DeVaux-Hall Deal Approved

DETROIT, Feb. 25—Directors of the Continental Motors Corp. this week ratified the purchase of DeVaux-Hall assets. It is expected a subsidiary company will be formed to manufacture and sell DeVaux automobiles.

I.H.C. Common on $1.80 Basis

CHICAGO, Feb. 21—Common stock of International Harvester Co. was placed on an annual dividend basis of $1.80 a share Friday when directors authorized a quarterly distribution of 45 cents, against former dividend rates of 62½ cents a quarter, or $2.50 a year.

Long Producing Heating Unit

CHICAGO, Feb. 24— The Long Mfg. Co., subsidiary of Borg-Warner Corp., has started production of a new line of copper radiators for domestic, industrial and general heating purposes. The Long Co. heretofore has confined its manufacturing activities to clutches and radiators for the automotive field.

The new heating unit, which resembles an automobile radiator in construction, operates efficiently on low steam pressure.

Winter Joins Briggs Staff

Herbert C. Winter has been appointed to the research staff of Briggs Mfg. Co. He was formerly project engineer with Stout Engineering Laboratories, specializing in aeronautical research, particularly with reference to all metal construction.

Renews Big Frame Contract

CLEVELAND, Feb. 23—The Midland Steel Products Co. announced renewed contracts for 1932 with its largest purchaser of truck frames. Production is getting under way.

IT ISN'T A TREND~

By Courtesy of Cimarron, a Radio Picture

IT'S A STAMPEDE TO~

BURGESS MUFFLERS
and
INTAKE SILENCERS

The lists elsewhere in this issue tell our story for us. Note the new users who have specified BURGESS for their better and finer cars and note how our old friends stay with us year after year.

Increasing business has made necessary an increase in our plant capacity.

We are now devoting all of our Madison plant to the production of Burgess Straight-thru mufflers and intake silencers.

BURGESS BATTERY CO.
ACOUSTIC DIVISION

MADISON, WISCONSIN

DETROIT, MICHIGAN

Budd-Micheline Rail Car Clips 55 m.p.h. Over Test Railroad Route

Stainless Steel Sheathing, Formed in Concave Serrated Panels, Used in 40-Passenger Vehicle

PHILADELPHIA, Feb. 23—First public demonstration of the Budd-Micheline rail car, Type OM 1, seating 40 passengers, and weighing, unladen, 13,500 lb., was made here Friday, Feb. 19, over trackage lent for the occasion by the Reading Railway Co. F. H. Russell, manager of the recently formed Budd-Micheline Rail Car Division of the Edward G. Budd Mfg. Co., was in charge of the demonstration.

Based upon and licensed under Michelin patents covering the application of pneumatic tires to vehicles traveling on rails, the Budd-Micheline rail car represents considerable improvement over the "sample" model brought to this country at the end of last November by C. Hauvette-Michelin of Michelin & Cie. The framework is constructed entirely of stainless steel shapes, "shot-welded" into a structure of high rigidity. The power requirement is about 85 hp., with mechanical transmission, and it is expected that a Diesel engine will be the final form of prime mover chosen for the car. During the test runs the car was powered with an ordinary passenger-car engine developing 125 hp., with which a speed in the neighborhood of 55 m.p.h. was attained.

In outward appearance the Budd-Micheline resembles a conventional rail car, except that the sheathing consists of stainless steel strips, worked into concave shapes for rigidity, and "shot-welded" to form a serrated panel. Passengers enter the car at the rear through a conventional vestibule, and the seats are arranged four abreast, with an aisle in the center. Seats are of the individual-backrest type, and have frames of welded steel tubing. The upholstery is of imitation leather, filled with hair which has been sprayed with latex.

The car has an overall length of 41 ft. 8 in., width is 8 ft. 9¾ in., and the heigh above rails is 10 ft. 6 in.

The control cab is at the front end of the car, with the engine cabin protruding into the operator's space. An air-conditioning unit, which completely changes the air in the passenger compartment every 4 min. is part of the standard equipment. Lights are of the indirect type, and a light-absorbent paint has been used on the ceiling, so that, it is claimed, only 1½ cp. is reflected to the reading surface, but excellent non-glaring visibility attained. Heat within the car is obtained by warming the air stream supplied through the air-conditioning ducts in the ceiling.

The car is mounted on two wheel-trucks, one powered and one dead. Each truck has six wheels of Budd Wheel standard types. Air-cushion tires are mounted, with a projecting flange on the truck side of the wheel. With the use of the rubber tires the usual click-clack of a rail coach passing over rail joints is eliminated, and it is claimed that the tractive ability of the car is improved, in spite of its light weight as compared with conventional rail cars. The tires are 30 in. by 3 in., and carry 85 lb. air pressure. The tire section is made flat and it is claimed that all tires may be simultaneously deflated without danger of derailing the car. Tire life is placed at 20,000 miles.

Maximum speed of the car is placed at 44-55 m.p.h. Braking is Bendix-Weston on four wheels. All standard railway safety devices are included on the car.

Federal Omits Dividend

DETROIT, Feb. 24—Federal Motor Truck Co. omitted its regular quarterly dividend now due. The company paid five cents in previous quarter and ten cents in three preceding quarters. Previously, the stock was on an annual basis of 80 cents.

Preliminary figures for last year show cash and securities of $1,131,-029, current assets of $3,723,724 against current liabilities of $314,363, a ratio of 12 to 1. Operations are on a five-day basis with indications that February will show improvement over January and compare favorably with February last year, according to M. L. Pulcher, president.

Parker Reelects

DETROIT, Feb. 24 — Parker Rust Proof officers and directors reelected at annual meeting of stockholders.

Canadian United-Carr Plant is at Capacity

HAMILTON, ONT., Feb. 22 — Announcement was made today by H. S. Beddoe, managing director of the United-Carr Fastener Co. of this city, that arrangements have been completed for the purchase of the fastener and grommet division of the St. Lawrence Steel & Wire Co. at Gananoque, Ont. The company was also installing machinery to manufacture certain electrical equipment hitherto imported from the United States, Mr. Beddoe stated. Enough orders were on hand to keep the plant busy for the remainder of the year. The depression had not harmed the company's business, and the payroll was the largest in the company's history.

Bower Bearing Reports Profit

DETROIT, Feb. 22—Bower Roller Bearing Co. reported net profit of $231,190 after all charges and taxes, for year ended Dec. 31, 1931, equivalent to 96 cents a share on 239,704 no-par shares of capital stock. This compares with a net profit of $442,915 or $1.84 a share in 1930.

Current assets as of Dec. 31 were $880,863, against current liabilities of $160,291, a ratio of 5.49 to 1, as compared with $1,125,603 and $274,-432 respectively at the end of the previous year, a ratio of 4.10 to 1.

All directors were reelected. C. H. Heller, president, was elected chairman of the board, and S. A. Strickland, vice-president and general manager, was made president and general manager; George W. Mearick and W. S. Bennett, vice-presidents; Theodore Dye, secretary and treasurer, and E. M. Pratt, assistant secretary and assistant treasurer.

Ex-Cell-O Reports Loss

DETROIT, Feb. 24—Ex-Cell-O Aircraft and Tool Co. reports for the year ended Dec. 31 a loss of $259,109, after all charges compared with loss of $154,365 for previous year.

S.A.E. Motorboat Activity Suggested

NEW YORK, Feb. 22—Metropolitan section of the Society of Automotive Engineers held its regular motor boat meeting here last week. The speakers of the evening were George W. Sutton, Jr., of Sutton & Schipper, Inc., who gave a whimsical history of the motor boat industry; Kenneth M. Smith, managing director of the Horace E. Dodge Boat & Plane Works, who described the straight-line production methods as used in their plant at Newport News, in the manufacture of runabout and small cruisers; Richard R. Blythe of H. A. Bruno-R. R. Blythe Associates, who described the development of municipal motor boat harbors or marinas, and James Craig, who spoke on fire prevention aboard motor boats.

Some discussion was held as to the advisability of forming within the Metropolitan Section a motor boat activity group, but formal action on this proposal was postponed.

Following the formal talks, a representative of Standard Oil Development Co. demonstrated a new safety fuel, which has a high flash point and a consequent lower fire hazard, but otherwise has the characteristics of aviation fuel.

The squeak that wouldn't stay fixed

Many a service man becomes frantic in the attempt to make "squeaks and squawks" stay fixed.

But if the mounting cost of free service on these jobs can turn the service manager's hair snow-white, it's nothing compared to the grief the sales department meets. Nothing can kill an owner's enthusiasm more quickly than body noises.

• • • • •

Complaints about body noises don't bother the man who sells or services cars that are equipped with the Budd All-Steel one-piece body.
For body noises are caused by joints where parts rub together or work loose. Where there are no joints, there can be no squeaks or rattles. Budd has eliminated joints by eliminating parts and by the extensive use of flash welding. The Budd one-piece body is made of only eight major parts—flash-welded into one single jointless unit. This construction was originated by Budd engineers. It insures a degree of silence unapproached by any other type of body.

The Budd All-Steel one-piece body eliminates free service costs on "squeaks and squawks". But, more important still, its quietness is a help in selling cars—and in keeping them sold.

★BODIES BY BUDD★

Originators of the All-Steel Body. Supplied to Manufacturers in the United States, Great Britain, France and Germany.

New Low-Priced Reos Due Soon

Early April Set for $1,000 Line; First Quarter Dividend Passed

LANSING, Feb. 25—Reo will introduce a new line of cars in the thousand-dollar field early in April, according to R. H. Scott, president and general manager of the Reo Motor Car Co. He said that, in keeping with conservative business practice and to maintain a strong cash position in order to be in a better position to take advantage of an upturn in business, Reo will not pay a dividend for the first quarter of 1932.

The new Reo models have already been exhibited to dealers and distributors at the leading shows, Mr. Scott said. They follow the aerodynamic design of the larger Reo-Royale.

In his statement, Mr. Scott said: "It is our opinion that while immediate conditions call for an attitude of strict conservatism, there is ample basis for the utmost confidence in the future."

Buses Not Rail Rivals

OTTAWA, ONT., Feb. 23 — I. S. Fairly, appearing before the Royal Commission on Transportation for the Ontario Association of Motor Coach Operators, said the motor coach operators of Ontario have, on the strength of existing conditions and legislations, made heavy investments in a needed service, and that service was not competing with the railways in any appreciable degree and was one which the railways could not give, he said.

The association had no quarrel with the railways, said Mr. Fairly; but apparently that amicable feeling was not reciprocated by these systems. Having an invested capital of $4,232,588, and operating 9,401,686 coach miles in 1930, the member companies of the association had gross passenger revenues in that year of $2,815,679. In connection with taxation for highways, he advanced that the motor coach lines in Ontario were paying more than their adequate share. He thought that the owners of farms abutting on the highways ought to bear a substantial proportion in view of the improvement to their properties. The highway taxes were turned into the consolidated revenue fund and are not earmarked for specific highway purposes.

Evans Reports Loss

DETROIT, Feb. 24—Evans Products Co. reports net loss of $79,828 after all charges for the year ended Dec. 31, compared with net loss of $218,856 in 1930 for the predecessor company, Evans Auto Loading Co., Inc.

Ballin With Nordberg

A. E. Ballin, formerly president of the McIntosh-Seymour Corp., Auburn, N. Y., manufacturing Diesel engines, has been elected vice-president of the Nordberg Mfg. Co., Milwaukee, in charge of engineering and sales. Robert E. Friend is president, Edwin C. Bayerlein, senior vice-president and treasurer; George W. Lowe, secretary, and James A. Friend, assistant secretary. The McIntosh-Seymour Corp. was recently acquired by American Locomotive Works.

Zeders Sail Via Canal

Frederick M. Zeder, vice-president of Chrysler Motor Corp., together with Mrs. Zeder, sailed last week aboard the Panama Pacific liner Pennsylvania for California ports, via Havana and the Panama Canal.

Trico Earns $4.70

NEW YORK, Feb. 22—Trico Products Corp. reports net profit for 1931 of $1,162,550. This is equivalent to $4.70 a share, and compares with earnings of $1,908,415 or $5.09 a share in 1930.

Raybestos Shows $553,992 Net

NEW YORK, Feb. 22—Raybestos-Manhattan, Inc., in a preliminary report for 1931, shows net profit of $553,992. This compares with profit of $1,156,770 for the previous year.

Packard Promotes Bopp

C. J. Bopp has been appointed assistant body engineer of Packard Motor Car Co. Mr. Bopp was formerly superintendent of experimental engineering shops.

Asks Receivership

CHICAGO, Feb. 22—Waukesha Motor Co. has filed a petition in San Francisco Federal court asking appointment of a receiver in equity for Fageol Motors and Fageol Sales Co.

Swedes Visit Chrysler Plant

DETROIT, Feb. 22—Sixteen members of the Swedish winter Olympic team with Count von Rosen arrived last week as guests of the Chrysler Corp., the visit being arranged by B. E. Hutchinson, vice-president and treasurer. They will visit the Chrysler, East Jefferson plant; Hudson, Essex, Plymouth, DeSoto and Ford Rouge plants.

Shaler Planning More Facilities

MILWAUKEE, Feb. 22—The Shaler Co., Waupun, Wis., is negotiating for a lease of a plant at Plymouth, Wis., for its woodworking activities.

Stoddard Heads Greenfield Tap

Charles N. Stoddard, formerly vice-president, has been elected president and general manager of the Greenfield Tap & Die Corp., Greenfield, Mass. Since the inception of the company he has been counsel.

Autocar Losses Greater

NEW YORK, Feb 23—The Autocar Co. reports net loss for the year 1931 of $612,228, compared with loss for 1930 of $149,502.

Joseph Kerkhoff

Joseph Kerkhoff, 57, senior partner and general manager of the Kenosha Die & Stamping Co., Kenosha, Wis., died Feb. 18 after a brief illness with pneumonia. For 35 years he had been a leader in the tool, die and stamping industry of Wisconsin.

+ + CALENDAR OF COMING EVENTS + +

SHOWS

Salon, San Francisco, Calif..Feb. 27-Mar. 5
Albany, N. Y., Automobile..Feb. 27-Mar. 5
Berne, Switzerland, Automobile.Mar. 11-20
National Aircraft, Detroit, Mich..Apr. 2-10

FOREIGN SHOWS

Copenhagen, Automobile ..Feb. 26-Mar. 6
Lyons, France, Passenger and Commercial .....Mar. 7-20
Geneva, Switzerland, Passenger and Commercial .....Mar. 11-20
Vienna, Passenger and Commercial .....Mar. 13-20
Tel Aviv, Palestine (Levant Fair) .....April 7-30
Milan, International Automobile Salon .....April 12-27
Zagreb, Jugoslavia, Automobile Salon .....April 23-May 2
Peznan, Poland, International Fair .....May 1- 8
Dublin, Commercial .....May 4- 7
Budapest, International Fair...May 7-16
Belfast, Commercial .....May 25-28
Bordeaux, Fair .....June
Cork, Commercial .....June
Inverness, Commercial .....June 21-24
Southampton, Commercial .....July 5- 9
Llandrindod, Wales, Commercial .....July 20-22
London, Olympia Show .....Oct. 13-22
Glasgow, Scottish Motor Show..Nov. 11-19

CONVENTIONS

Southern Automotive Jobbers Asso., Atlanta, Ga. .....Mar. 16-19
U. S. Chamber of Commerce, San Francisco, Calif.....May 16-20
National Battery Mfrs. Asso., Chicago, Ill. .....May 19-20
American Welding Society, Annual Meeting, New York City.....Apr. 27-29